

# Navy News

FEBRUARY 1982 10p

## ROYAL SEA DAY

THE QUEEN and Duke of Edinburgh are to have a Sea Day with the Royal Navy in the English Channel on June 25. Seven or eight ships are to take part, and the Queen and Duke are expected to embark in one of the warships at Portsmouth.

Princess Anne is to make an informal visit to HMS Amazon at Plymouth on February 12. The Princess launched the frigate at Southampton in 1971.

# DON'T JUMP THE GUN!

*That's the word on shore base closures*

THE "Way Ahead" studies seeking to establish training and manpower needs for the slimmed-down Navy are due to reach some conclusions during the next few weeks, it is believed.

This could lead to news in the spring of the future outline of facilities and training. Until the pattern becomes clearer, talk of individual establishment closures or moves remains speculation, Navy News was assured.

The exception is HMS Pembroke, whose closure was confirmed last year. Many other establishments in different parts of the country have been named in talk among Service personnel and civilians in the naval centres. But the general message is that it would still be unwise to put much money on any particular establishment for closure, with the options open and final decisions still to come.

It is, however, known that there is a wish to clarify the position as soon as possible in the interests of all those involved.

### Hospitals

Some of the reports which have been appearing about the future of UK establishments concern RN Hospitals.

A reduction of 60 beds in Haslar was agreed as part of a tri-Service review before last summer's White Paper. Meanwhile, the general review of medical services includes RN Hospital Plymouth.

There have also been reports that another look is being taken at scheduled disposal dates of some of the Navy's larger ships, with the possibility of keeping them longer than planned.

Official reaction in late January, however, was that there was no known change in the plan to dispose of the assault ships HMS Intrepid and Fearless as they become due for refit.

### Invincible

The Intrepid returned to Portsmouth late last year, and is planned for disposal this year. The Fearless is due to go in 1984.

Speculation has continued too about the future of HMS Invincible. MOD comment is that consultations have been continuing

with the Australian Government.

HMS London, the "last broadside" ship, which returned to the UK in December at the end of her RN career, is to be sold to Pakistan.

Three Ton-class ships which have been attached to the RNR — HM ships Laleston, Lewiston and Crofton — are due to leave, although the Crofton will remain until at least the end of the year.

### Orders

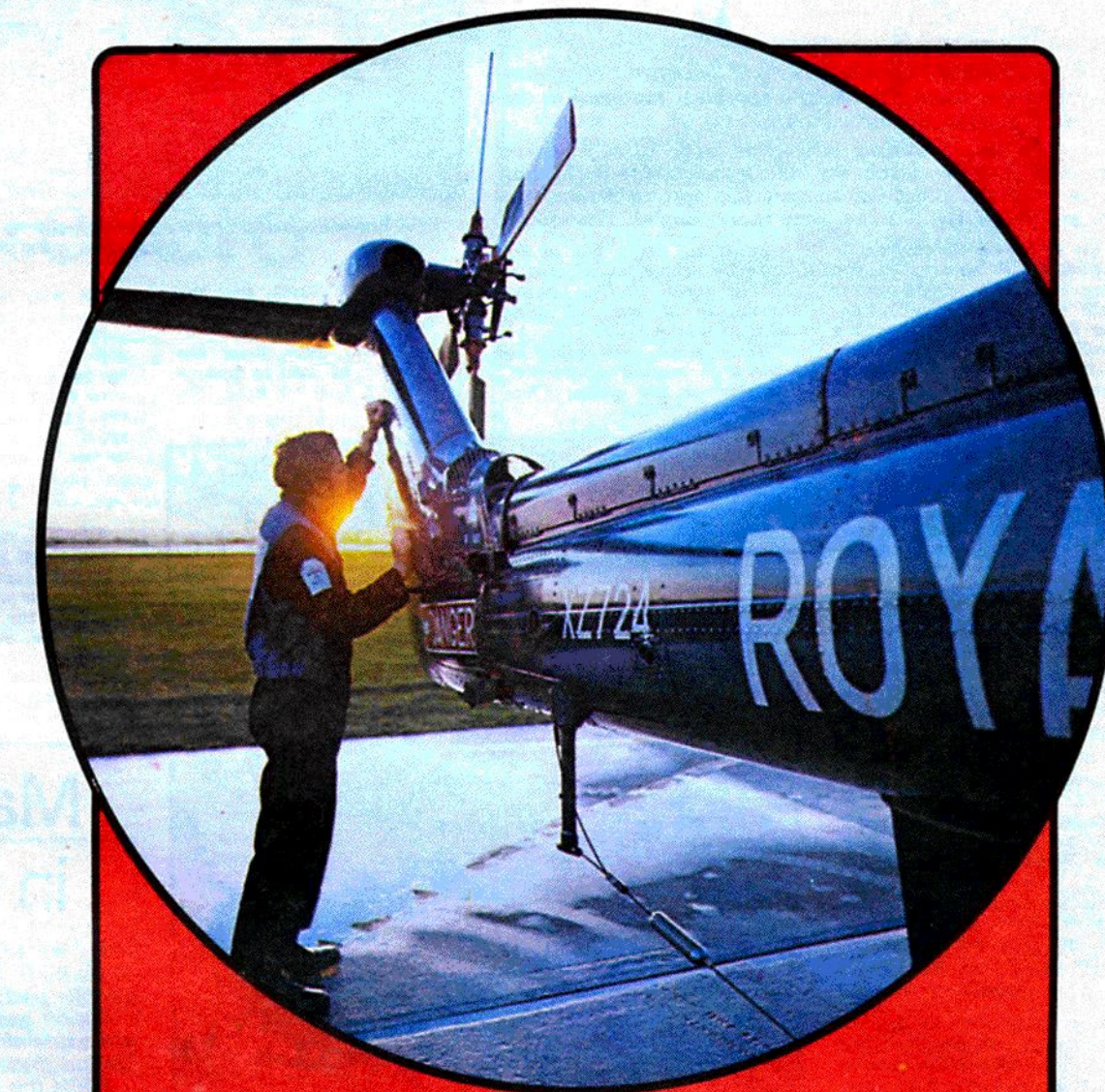
It is planned to replace them with two Ton-class transferring from the RN, with a decision concerning a third later. Their places in the RN are being taken by the new Castle-class ships.

Answering a question from Mr. Keith Speed in the Commons at the end of January, the Defence Secretary (Mr. John Nott) said more MCM vessels were urgently needed for the RNR. He hoped to start placing orders in the next financial year.

WITH Chevaline due to become operational before the end of the year, HMS Renown will be the first submarine to deploy the new system, it is understood.

Chevaline is the warhead development which updates the Royal Navy's Polaris missiles.

The Renown featured in a MOD announcement in January saying she was visiting the United States that month and was to fire unarmed Polaris missiles down the Atlantic test range.



### SHINING EXAMPLE

SPIT AND POLISH is an essential part of maintenance on ship-borne Lynx helicopters to prevent corrosion. Even the engines are washed with fresh water after a day's flying over the sea. Getting the treatment is a ship's Lynx parented by 815 Naval Air Squadron at RN air station Yeovilton. For the full story, see pages 20 and 21.

## Renown first with Chevaline

She embarked her missiles at Coulport before leaving the United Kingdom.

The Renown's Starboard crew (under Cdr. D. P. B. Ryan) were operating the boat from the time of leaving Faslane until take-over by the Port crew (under Cdr. D. L. P. Evans). In the US the Renown was berthing at Port Canaveral.

Meanwhile a programme is under way to replace the motors of the Polaris missiles over a period of years and at a cost put at "several hundred million

pounds." Preliminary work has already taken place.

These motors were known to have a "finite life," it was stated, and replacement will take place as the end of their life is reached.

### FOR TRAINING

● A Poseidon navigation system (C3) has been installed and formally opened at the RN Polaris School. It is representative of the latest Polaris navigation

sub-system being fitted into British Polaris submarines.

HM submarine Revenge is at present completing the conversion, and will be followed by the other Polaris boats at their next refits.

The school will retain the original Polaris A3 navigation sub-system for training until all the Polaris vessels have been modified.

Opening of the new system was carried out by Rear-Admiral J. S. Grove (Chief Strategic Systems Executive).

**EXPLOSIVE EXIT FOR WARTIME SHIP — PICTURES, PAGE 19**



# Engadine men in Channel firefighting feat

## How six saved a blazing ship

AN EXTRAORDINARY story of shipyard firefighting has emerged from the Melpol incident, reported in the January edition of Navy News.

After two Sea King helicopters from RFA Engadine rescued 28 survivors from the blazing freighter, a firefighting team from the helicopter support ship was airlifted to the Melpol as she lay 50 miles away in the English Channel.

By 10 am on December 8 — six-and-a-half hours after the Engadine had been called on for help — the six-man team from the RFA were in action with a firefighting pump and other equipment transferred from their ship.

Using only a single hose they

brought the major fire in the midships section under control within three hours, always having to be wary of being trapped by the blaze.

They were surrounded by scenes of horrific destruction. Leader of the party, Chief

Officer C. O. Smith, gave this graphic account:

"No internal ladders remained, nor were there any bulkheads or compartments other than buckled steel. The

decks were ankle-deep in ash and barely-recognisable debris.

"Many areas were festooned with melted cable trays, and wiring at waist-height gave an eerie effect. The whole ship was enveloped in the unpleasant smell of burnt paint and rubber."

time they were instructed to withdraw.

A French tug and a German tug had arrived on the scene — as by this time had the Engadine herself — and it was decided to tow the Melpol to France.

The drama of the day was, however, not quite over: the French tug put a four-inch wire on board which immediately carried away "in a rather violent and unfriendly manner," taking the gear with it.

Finally, the last of the boarding party withdrew as the German tug prepared to pick up two four-inch ropes floated down from the Melpol by the firefighters.



RFA Engadine stands by the blazing freighter Melpol. On board the stricken ship six men were fighting to bring the fire under control.

## Go-ahead on new torpedo

WORK is to go ahead on full development of the advanced heavyweight torpedo to replace the Royal Navy's Tigerfish weapon in the late 1980s.

Defence Secretary Mr. John Nott announced in Parliament that an order has been placed with Marconi Space and Defence Systems at a total value of £500 million. It is the largest fixed-price contract ever placed by the Ministry of Defence.

### LEADING

It will cover work on the new heavyweight weapon and the Sting Ray lightweight torpedo ensuring, said Mr Nott, that Britain maintains its leading position in torpedo technology.

Jobs and job opportunities safeguarded in Marconi alone are estimated to be in the region of 2,500.



### Tugs

Added to the team's troubles was the fact that there was no usable equipment in the Melpol, and that the ship was wallowing heavily in the rough sea.

Nevertheless, with limited resources, they required only another hour or two to completely extinguish the fire by the

## Mayoral control in Birmingham

HELPING to make the Lord Mayor of Birmingham feel at home in the city's adopted ship are MEMs Simon Brooks (left) and Nicholas Colley.

Simon and Nicholas, both from the West Midlands, are explaining the engineering controls to Cllr. K.B. Barton during his visit to HMS Birmingham's bridge. While the Lord Mayor was touring the destroyer the Lady Mayoress visited HMS Victory. Both lunched with Cdr. J. E. Culley, commanding officer of the Birmingham, which is undergoing refit at Portsmouth Dockyard. She is due to recommission in the spring.

## Tudor ship on target

FUNDS for the recovery of the Tudor warship Mary Rose have reached the organisers' target of £2 million for 1981 — thanks to a last-minute gift of £50,000 by US oil millionaire Dr Armand Hammer.

The year's work on preparing the hull for lifting from the bed of the Solent was completed on December 16. Seven thousand artifacts and 1,488 structural timbers have been removed leaving only two pockets of "finds" which will be raised from May onwards.

### TRIBUTE

First engineering dive will take place in March and the final salvage is scheduled for the late summer.

Mrs Margaret Rule, archaeological director of the Mary Rose Trust, paid tribute to the diving team, which has included Royal Navy representation.

## Design wins £1,725

CMEA(P) John Scutt was presented with a cheque for £1,725 for his part in designing a safety trip valve for turbo water lubricated feed pumps.

The cheque was presented on board HMS Bristol by Vice-Admiral John Cox, Flag Officer Third Flotilla.

CMEA(P)1 Scutt and MEMN(P)1 Tomlin designed the valve while serving in HMS Sultan after studying a proposed design from DG Ships. They thought the design potentially dangerous and submitted their own which was accepted by DG Ships in 1979.

## Tree for Herald

WHEN the Rev. Richard Buckley, chaplain to the Survey Flotilla, flew to Muscat to join HMS Herald for the Christmas period, he took with him a Christmas tree — a present for the Herald from the ship's company of HMS Bulldog, in which he had served for two months.

After returning to Britain in mid-January, the Rev. Buckley was due to fly to Gibraltar to take passage in HMS Alacrity to Madeira. At Madeira he was to join HMS Hecate for a five-week spell at sea.

## SWOP DRAFTS

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

RO1(G) Fell, 2D Mess, HMS Avenger, drafted HMS Dolphin (Capt. SM1 Staff), April. Will swap for Commen Whitehall, Mercury, Yeovilton or Northwood. Anything considered.

WRENWTR1(G) Geary, WRNS Quarters, CTCRM Lympstone. Will swap for HMS Cochrane or HMS Caledonia.

MEMN(M)1 M. P. Barker, CPOs' Mess, HMS Avenger (diesel Adqual). Will swap for anything reasonable.

POSTD Cave, c/o 820 Squadron, POs' Mess, HMS Invincible. Will swap for any Plymouth ship not deploying.

AB(S) McCrohon, 3E Mess, HMS Antrim, drafted HMS Juno, March, Rosyth, refitting until Aug. Will swap for any Portsmouth or Devonport shore base.

CK Grimble, HMS Cleopatra, refitting 18 months Plymouth. Will swap for any Portsmouth seagoing ship, refit ship, or shore base.

LWRO Lennard, B Watch, Commen Whitehall, ext. 3862. Will swap for Portsmouth draft.

PO(M) I. G. Hoed, HMS Dryad (FGR), drafted HMS Battleaxe, Plymouth, May. Will swap for any Portsmouth ship or shore base. Telephone Portsmouth Dockyard ext. 6444.

ME1(M) K. B. Menage, CPOs' Mess, HMS Cardiff, drafted HMS Neptune workshops early March. Will swap for any Portsmouth shore base.

STD P. Mahon, 2QP Mess, HMS Exeter, deploying end of March. Will swap for any Plymouth or Portsmouth ship in refit, preferably Portsmouth.

LWEM(R) D. Redhead, 3EA Mess, HMS

Ajax (WEOW). Will swap for any Portsmouth / Rosyth minesweeper / hunter.

WEMN1(R) P. L. Rudwick, 2 Mess, HMS London, drafted HMS Juno, March as L/A CWEMN(R). Rosyth, over six months. Will swap for any Portsmouth draft, long refit or shore base. Contact Cosham (0705) 379265 after 6 p.m.

LSA P. V. Lane, HMS Charybdis, Plymouth, refitting Devonport until July. Will swap for any ship or shore draft, Portsmouth preferably, but Portland and Chatham considered.

STD Chalmers, 3K2 Mess, HMS Intrepid, drafted HMS Hermes, March, due to deploy. Will swap for any Rosyth ship or ship not deploying.

AB(S) Tyler, HMS Vernon, ext. 2127, drafted HMS Torquay, Feb., home waters. Will swap for any frigate or Type 42 deploying.

WEMN1(O) Gell, HMS Vernon, drafted HMS Newcastle, Aug., for GWS30 (PJs) begin May 31). Will swap for any Portsmouth ship, telephone HMS Vernon, ext. 2338.

AB(R) Larkin, HMS Rothesay, seagoing, Rosyth, deploying Christmas. Will swap for any Devonport or Portsmouth ship.

LCK West, 3EZ Mess, HMS Leander, Plymouth. Will swap for any Rosyth ship.

LRO(G) Bajona, 2F1 Mess, HMS Fearless, Portsmouth. Will swap for Plymouth ship or shore base.

LS(M) Crowther, HMS Defiance, Devonport. Will swap for any Plymouth Leander ship.

STD Goodwin, HMS Broadsword, drafted HMS Osprey, March. Will swap for any

Portsmouth shore base.

LWREN(R) Winch, HMS Neptune, ext. 296, drafted HMS Warrior, March. Will swap for any Portsmouth draft.

MEM(M)2 Wilson, 3D Mess, HMS Ambuscade. Will swap for any Rosyth ship MCMV patrol vessel, seagoing or refitting.

AB(M) D. Wood, 3D Mess, HMS Glamorgan, Portsmouth. Will swap for Portsmouth shore base or ship deploying or refitting.

AMEA2(ML) Courtney, D5 HMS Defiance, telephone Plymouth 709180, drafted HMS Achilles, Chatham, March. Will swap for any seagoing Devonport ship (unit certificate training).

AB(R) Crook, 36 Brockenhurst Avenue, Leigh Park, Havant, Hants., drafted HMS Juno, Rosyth, March. Will swap for Portsmouth ship or shore base.

CK Hardy, Printing Office, FOP Mount Wise, Devonport, telephone Plymouth Dockyard ext. 4525, drafted HMS Charybdis, April. Will swap for any Plymouth ship deploying, preferably Type 21 or 22.

WEM(R)1 Pennicott, Commen Fort Southwick, drafted HMS Glamorgan, May. Will swap for Devonport seagoing ship.

LSA Probert, Naval Stores Office, HMS Hermes, drafted Ships Support Group, Chatham, March. Will swap for any Portsmouth shore base or ship in refit.

MEM(L)1 Morris, 13 Mess, HMS Norfolk, drafted HMS Caledonia HTS (Rosyth) May. Will swap for any Portsmouth or Plymouth shore or seagoing draft.

LWEM(R) J. Sutcliffe, MT School, HMS Collingwood, drafted HMS Arrow, Devonport. Will swap for any Portsmouth ship or shore

base. Replies HMS Collingwood, or 62 Hamlet Way, Gosport, Hants. PO12 4DX.

MEMN1(L) E. Usher, Electrical Workshop, Fleet Maintenance Group, Rosyth drafted HMS Torquay, Portsmouth June. Will swap for Rosyth ship.

LSA Taylor, 826 Squadron, HMS Seahawk, RN air station, Culdrose. Will swap for Devonport ship in refit or seagoing.

ALSTD R. W. Smith, HMS Bronington, drafted HMS Neptune, April. Will swap for any shore base Chatham, London or Portsmouth.

AB(S) Doherty, HMS Penelope, Plymouth. Will swap for any Chatham ship.

MEM(M)1 Brand, 10 Mess, HMS Rame Head, Portsmouth, drafted HMS Abdiel, March. Will swap for any Portsmouth or Plymouth ship.

AB(M) Millman, 3E Mess, HMS Argonaut. Will swap for any Portsmouth ship in refit or not deploying.

AB(R) P. Anderson, Placewood Block, HMS Dryad, drafted HMS Argonaut, Devonport, March. Will swap for any Portsmouth ship or shore base.

RO1(T) Froggatt, HMS Mercury, nr Petersfield, Hants. Will swap for Pitreavie or HMS Cochrane.

LWRENWTR(G) D. Phillips, ext. 5491 or 5493, HMS Nelson, drafted HMS Mercury, March. Will swap for Portsmouth shore base.

WEM(R)1 Brady, HMS Inskip, nr Preston, Lancs. Will swap for any Plymouth ship or shore base.

CK Wheeler, C21 Mess, HMS Sultan. Will swap for any Devonport ship or shore base.

MEM(M)1 E. Barrett(AMC), FMG, craft section, ext. 3378, HMS Cochrane. Drafted HMS Plymouth, March, deploying. Will swap for any Rosyth minesweeper due refit.

POWEM(O) G. Shelton, Internal Comms billet, HMS Collingwood, ext. 501, drafted HMS Challenger Aug., refitting Greenock. Will swap for any Portsmouth draft.

LREGWREN N. Michael, Regulating Office, HMS Centurion, drafted HMS Seahawk, April. Will swap for London, Chatham or Portsmouth area. Contact (daytime): ext. 2001.

WEM(R)1 Barnaby, 3P Mess, HMS Newcastle, refitting Portsmouth, one year. Will swap for any Portsmouth or Plymouth seagoing ship.

AEM(L)1 D. Cole, 707 Squadron, RN air station, Yeovilton has got 829 Wasp draft. Will swap for any Yeovilton draft.

LWEM(R) A. N. Spencer, HMS Daedalus, telephone Seaford Park ext. 18, drafted FMB Devonport (mobile). Will swap for any Portsmouth shore base.

LMEM(L) A. Ramskill, Camperdown 1A Mess, HMS Collingwood, drafted HMS Invincible, June. Will swap for Chatham or Portsmouth ship not deploying.

AB(R) J. Hancock, 3D Mess, HMS Antelope, deploying July. Will swap for any Devonport ship in refit or not deploying.

RO1(SM) Shepherd, B Watch, Commen Whitehall. Will swap for any RO in SM2 spare crew, or MSO, or any SM2 based S/M, or Mountwise.

AB(S) Pullen, HMS Beagle. Will swap for Portsmouth ship, others considered.

LWRENST(D) S. Gill, c/o Wardroom, HMS Pembroke, ext. 3870. Will swap for Plymouth draft, RN air station Culdrose considered.

LPT Boon, 2F Mess, HMS Ariadne, Devonport, due to go into AMP/DED June for 11 weeks. Will swap for Portsmouth ship.

S(M) John's, 3E Mess, HMS Antrim. Will swap for Plymouth ship or shore base.

WEM(O) Redgrave, 3G Mess, HMS Fearless. Will swap for Rosyth or Portsmouth shore base or ship in refit.

LS(S) Rumble, Pierhead, HMS Vernon, ext. 2224/2225, drafted HMS Rothesay, Rosyth. Will swap for Portsmouth ship or shore base.

LSTD Taylor, 2D Mess, HMS Ambuscade. Will swap for Guzz frigate, deploying.

RO1(G) Smallbone, Recreation Centre, HMS Mercury, drafted HMS Hermes, March, deploying June, needs RO1(G) willing to go to sea.

SA S. Carl, 3E Mess, HMS Apollo, deploying July. Will swap for Portsmouth ship.

A/LSTD H. G. Barnes, 3 Court 34, Rowner, Gosport, Hants, telephone Gosport 85351. Wardroom HMS Nelson, will swap for GMD, Type 42, Leander or general purpose frigate, Portsmouth. Plymouth considered.

MEM(L)1 W. Foulkes, 4F2 Mess, HMS Intrepid, drafted Portsmouth FMG April. Will swap for Rosyth FMG or Chatham RSU.



# You'll howl with laughter at this . . .

IMMORTALITY has been the lot of the werewolf since Lon Chaney was transformed from a gentle, all-American guy into a bloodlusting monster, the metamorphosis being performed in the Thirties before cinema audiences left aghast by the new camera techniques.

Chaney was on to a good thing and did his fair share of beastly impersonations. Since then the theme has been regurgitated down the decades, with few variations but many leading actors — including Oliver Reed who, in his

hungrier, younger days seemed willing to play anything.

Now the story has been given a new slant with "An American Werewolf in London," released to the Fleet by the Royal Naval Film Corporation.

Although as gruesome and bloody as any modern horror film, it takes a distinctly tongue-in-muzzle look at the absurd legend. With an accomplished blend of creepiness and comedy, the action opens on the Yorkshire moors and travels with grizzly pace to the climactic scenes of carnage in Piccadilly Circus.

## FILMS FOR THE FLEET

David Naughton plays the accursed American while Jenny Agutter ministers to his needs in his more lucid moments.

The full list of titles released this month is:

**The Janitor (AA)** — William Hurt, Christopher Plummer. In order to impress a glamorous TV reporter, a young

caretaker pretends to know the inside story about a murder committed in his building. As one thing leads to another he finds he really is involved. Fox. No. 837.

### ALDA HUMOUR

**The Four Seasons (AA)** — Alan Alda, Carol Burnett, Sandy Dennis, Rita Moreno, Jack Weston. Directed and written by Alda, this film is bound to increase his already high reputation. His comedy about the changing relationships between three couples during the course of a year has been compared with the sardonically humorous work of Somerset

Maugham or Alan Ayckbourn. CIC. No. 838.

**Sphinx (AA)** — Lesley-Anne Down, Frank Lagella, Sir John Gielgud, Maurice Ronet. Lovely Lesley-Anne spends much of this film wearing something akin to a boiler suit as she goes exploring tombs along the Nile. She plays a dedicated expert on a project of discovery in modern Egypt — but her work involves her with tomb robbers, black marketeers and a chain of murders. Columbia-E.M.I.-Warner. No. 839.

**An American Werewolf in London (X)** — Barber International. No. 840.

## Show-stoppers!

Accepting a Pusser's Rum Invitation to splice the mainbrace at the London International Boat Show are three of the finalists in the Miss Great Britain contest. On the left is 18-year-old Debbie Barnaby of Nottingham (whose ambition is to work behind the camera rather than in front of it), in the centre is runner-up in the contest, Vivienne Farnen of London, and on the right is Linda Renton from Edinburgh.

# Tally-Ho goes to town

THE NAVY'S 29ft. glass-fibre sloop Tally-Ho took pride of place as the Service's exhibit at the London International Boat Show.

Among the visitors who boarded the craft at Earls Court was the Second Sea Lord, Admiral Sir Desmond Cassidi. He was met on deck by PO Wren Norma Russell, one of the Navy personnel manning the stand.

The Tally-Ho was bought privately by HMS Dolphin, home of the First Submarine Squadron, in August. She is a six-berth Sadler 29, well suited for cruising and racing, and is used by submariners for recreation and adventurous sail training.

She takes her name from a T-class submarine which achieved spectacular success in the Far East during the second world war, sinking no fewer

than 21 Japanese warships and supply vessels.

After the war she was featured in the film "Morning Departure" and remained in service until 1961.

The Navy's exhibit will go on display again at The Boat and Caravan Show held at Birmingham from February 20 to 28.

## Folk trio make LP debut

SUCCESS in the Services Folk Competition has led to a recording contract and a change of name for the Royal Navy group Sippers.

Now called Frigate, Lieuts. Dave Clarke, John Taylor and Andy Will have released their first LP in time for Maritime Heritage Year.

### SEA SONGS

The stereo album, entitled "Rolling Home," is available on the Monarch label and features a collection of sea songs including "The Flowing Bowl," "Spanish Ladies" and, of course, "Rolling Home."

Frigate are hoping to follow the release with a single in the summer and — if they can get together for long enough — two major concerts.

Andy, the fiddle player, is Devonport Field Gun Officer, John serves in HMS Heron and Dave in HMS Fearless.



## One giant leap for Collingwood Cine Club

FILM BUFFS in HMS Collingwood have been taking a futuristic view of their hobby in their first real project . . .

Using cannibalised plastic models and a home-made lunar landscape, the ten-strong Collingwood Cine Club shot a five-minute animated science-fiction movie last month.

It was their first film, their previous efforts since formation in July being limited to home-movie editing and title-writing. Now they have

been asked by Gloucestershire pop group Spynal Chordz — who have just cut their first disc — to make a film about the group which can be transferred to video.

The script has been written and work was scheduled to begin this month.

Our picture shows shooting in progress during the making of the science-fiction film. Assisting cameraman Lieut. Richard Coupe (Captain's Secretary), are PO Colin March and naval wife Mrs. Debbie Hodges, a clerical assistant in Collingwood.



## DRAFTY'S CORNER

## Steamies and gassies

IT MAY WELL BE that when this article appears in print some readers will wonder why Drafty could not have written on a more topical subject. I can only say that at the time of writing no details of the impending redundancy scheme had been announced.

This month it is the turn of the "steamies" to hold the stage and indeed we feel we do not need to apologise for addressing the main part of our message to the ME Sub Branch.

**Steam v gas:** Of course, the dominance of steam as a propulsion system will soon be a thing of the past. Except in the world of our submarine confreres, steam is a diminishing science. Although "steamies" was a term of semi-endearment, I cannot imagine being so happy being called a "gassie." Nevertheless, that is where the future lies for those of us who earn our living on or above the water.

## Changing pattern

The main thrust of this article is towards the ME senior rate, or rather towards anyone who aspires to that position. In the future we have to accept that some artificers/mechanicians will be steamed to gas initially and will almost certainly remain with gas throughout their careers. This could well be the pattern on the mechanic side, too.

**EBD progress:** It was two years ago, almost to the day, when the WEs reluctantly relinquished (I hope the editor allows this masterpiece of alliteration) the drafting of the "L" transferees and passed them, with a small staff, to the ME drafting section.

It was always intended to combine the drafting of the "Ls" and the "Ms" eventually, and we have recently taken a large step towards this by grouping all MEAs and MEMNs together on to the one drafting desk. So if anyone knows of an electrically-minded former shipwright with a unit watch-keeping certificate, please let Lieut.-Cdr. Jim Stone know. All M and L mechanic rates, senior and junior, are now the responsibility of Lieut.-Cdr. John Fisher and he is assisted by FCMEM Brian Goldacre, who is responsible for drafting all MEMs.

## Main message

**He who hesitates . . .** Our main message is for MEAs and MEMNs who have yet to qualify 1st Class. For those former classroom warriors of Figgard, Caledonia, Collingwood and Sultan, joining ship must seem like being released from a longish spell in "The Scrubs." It therefore probably comes as an unpleasant surprise to find that they are drafted ashore again after their allotted time on board, i.e. on their Estimated Relief Date (ERD), whether they have passed their board or not.

The plain fact is that there are not sufficient sea billets to go round if some drag their heels about taking their fleet boards. Since they must do a



"All that fuss about trade skills and neither of them can make a decent cup of tea!"

dummy fleet board first (and, like the driving test, the average man fails his first attempt), and since they must for the present wait four months between attempts, it is obviously essential that they sit their dummy boards at least six months before their estimated relief dates.

For those whose ships have been unusually short of sea time we will have to make some exceptions, but those who leave their boards too late or fail too often will have the unenviable task of sitting the board after having come ashore.

**Whatever happened to Chippie?** Like the soldier in the song, "Old shipwrights never die . . ." There were at the last count still on active service, 35 FCMEA(H)s, 47 CMEA(H)s, and 193 MEA(H)s 1st and 2nd Class. It was over 13 years ago that the last apprentice joined Figgard to become eventually an MEA(H).

On the other hand there are one CMEA(P) and 108 MEAs and MEMNs with Adhull, plus 24 on course. We are frequently asked why we always send MEAs Adhull to frigates and destroyers and MEA(H)s to the bigger ships. The answer is that we do not! As far as possible we fit men to the

ships they have asked for. It is, of course, possible that Adhulls are more specific in nominating ships on Forms C230 and 240.

As far as shore jobs are concerned there does remain a specific difference. After all, many Adhulls are doing their year's journeyman's time prior to going to sea and that must be in a FMG. Meanwhile MEA(H)s are much more likely to get the craft-orientated jobs such as boat repair.

## Fair to all

**LRQC** stands for Leading Rates Qualifying Course. The recent increase in numbers of MEMs sitting and passing fleet board has been gratifying but has caused the roster to go intermediate.

So that we can be fair to everyone and give equal opportunity for further advancement, we have instituted a roster for the LMEMs' Qualifying Course. The roster will list men in the order of passing for leading rate and they will be drafted to the course in that order, whether they are at sea or not.

## Yacht steams 29,500 miles

IN THE LAST five months of 1981, HMY Britannia steamed a total of 29,500 miles on an itinerary which included the honeymoon cruise of the Prince and Princess of Wales and the visits to Australia and New Zealand by the Queen and the Duke of Edinburgh.

The yacht left Portsmouth for Australia on July 27, and carried the Prince and Princess from Gibraltar to the Red Sea from August 1 to 15.

After embarking in Melbourne on September 26 the Queen received in audience and entertained on board all the heads of the 42 countries attending the Commonwealth heads of government meeting.

The Britannia took the Queen and Duke to Tasmania and later on their New Zealand tour before the royal party finally disembarked on October 20. Two days later the yacht sailed for Portsmouth via the Indian Ocean, Suez Canal and Mediterranean, arriving back on December 11.

## Warspites rally round

HMS WARSPITE has received a flood of letters from old Warspites since it was reported in Navy News's January edition that the submarine wished to contact them before her re-commissioning this month.

Among the items sent to the nuclear Fleet submarine are poems, photographs, and mementos. It is hoped they will be of use in the preparation of a rededication booklet.

Regrettably, there are only very few places available for the ceremony, and apologies are extended to those who have already written with a view to attending.

## Penlee service

A MEMORIAL service for the crew of the Penlee lifeboat is to be held by the Royal National Lifeboat Institution in Truro Cathedral on February 15 at 2.30 p.m. Tickets for the service can be obtained by writing to RNLI (Truro Memorial Service), West Quay Road, Poole, Dorset BH15 1HZ, enclosing a stamped addressed envelope.

## SPECIAL NOTICE TO SERVICE PERSONNEL

A SPECIAL RATE of interest .50 above the BASIC RATE paid on the Society's Bonus Shares is paid to Service Personnel. In all other respects the account is similar to Bonus Shares.

Why not call in for details?

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## GIB PARADE

To mark the 200th anniversary of the Great Sortie of Gibraltar, representatives of the regiments involved and a contingent of sailors paraded through the city. Flag Officer Gibraltar, Rear-Admiral D. J. MacKenzie, attended the parade, which marked the attack made on November 27, 1781, by the besieged Gibraltar garrison on the nearby Spanish siege guns.

Picture: LA(Phot)  
Danny du Feu

## Governor inspects

GOVERNOR and Commander-in-Chief at Gibraltar, General Sir William Jackson, inspected Ceremonial Divisions at HMS Rooke, where he presented Long Service and Good Conduct awards.



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## SHIPS OF THE ROYAL NAVY No. 315

# Bright new Penny

BETTER armed than ever before, HMS Penelope recommissioned on January 22 to join the Fleet as a converted Batch 2B Leander-class frigate.

Her emergence as an Exocet-armed ship marks the latest in a series of changes which have altered her shape and role throughout her 20-year history.

The first, radical change came even before she was launched: she was laid down in 1961 as HMS Coventry, a Type 12 frigate, but during building the plans were changed to that of a Leander class, and she was renamed Penelope.

When completed in 1963 she had what was at the time the standard Leander armament — a twin 4.5in. gun turret, anti-submarine mortars and a Wasp helicopter.

## Unique

Three years later she became trials ship for the Admiralty Underwater Weapons Establishment, and in 1972 was again modified to become trials platform for the Seawolf air defence missile system.

This time her outline was changed drastically: her gun turret was removed, making her unique among her sister-ships in not having any armament on the foredeck. Aft, her flight deck disappeared beneath a temporary superstructure housing trials equipment just forward of the new Seawolf launcher.

Following the culmination of firing trials, she re-entered refit in January, 1978 for the four-year conversion to her present form.

Foredeck armament has been returned — this time four Exocet missiles and a Seacat launcher — and she carries two Seacat air defence missile

fittings aft. A Lynx helicopter was embarked in January.

She will become fully operational after trials and work-up, scheduled for completion after Easter.

HMS Penelope, under the command of Cdr. P. V. Rickard, is affiliated to the town of Blackpool, where her predecessor was adopted during War-

ship Week in 1941.

She also has strong links with Sea Cadet units TS Penelope (Blackpool) and TS Radiant (Dewsbury), as well as Haileybury School, Hertford, which was visited before Christmas by members of the ship's company.



HMS Penelope, newly converted from trials ship to Exocet Leander.

Picture: LA(Phot) S. J. Newbury

## BATTLE HONOURS

Guillaume Tell	1800
Egypt	1801
Martinique	1809
Baltic	1854
Alexandria	1882
Norway	1940
Malta Convoys	1941-42
Mediterranean	1941-43
Sirte	1942
Sicily	1942
Salerno	1943
Aegean	1943
Anzio	1944



## FACTS AND FIGURES

Displacement: 3,200 tons full load. Length: 372ft. Beam: 41ft. Keel: 14ft. 8in. Aircraft: Lynx Mark 2. Armament: Four Exocet surface-to-surface missile launchers; three quadruple launchers (two aft, one forward) for Seacat surface-to-air missiles; two 40mm Bofors; two triple Mk. 32 torpedo tubes for anti-submarine warfare. Propulsion: Two double reduction geared turbines driving two shafts and producing 30,000 shp. Speed: 28 knots. Range: 4,000 miles at 15 knots. Complement: 214.

# Hard-won fame of 'Pepperpot'

WARTIME predecessor of the present HMS Penelope became one of the most famous ships in the Royal Navy. In the war cauldron of the Mediterranean she won six Battle Honours, and so damaged was she at one stage that she was affectionately nicknamed "HMS Pepperpot."

The Arethusa-class cruiser was completed in 1936 and formed a unit of the Mediterranean Fleet for most of the Second World War. Her career was exciting and distinguished: in November 1941 she was in action against Italian convoys, and in the following March was damaged by near misses in air

raids on Malta.

In 1943 she took part in the bombardment of Pantelleria and later in the bombardment of Lampedusa. In July of that year she was in action off Sicily and in January 1944 was present at the Anzio landings.

It was during the prolonged Anzio operations that she

received her mortal blow. On February 18 she was torpedoed, 250 of the ship's company being saved.

First ship of the name was a sixth rate launched in 1778 and wrecked little more than a year later in the West Indies.

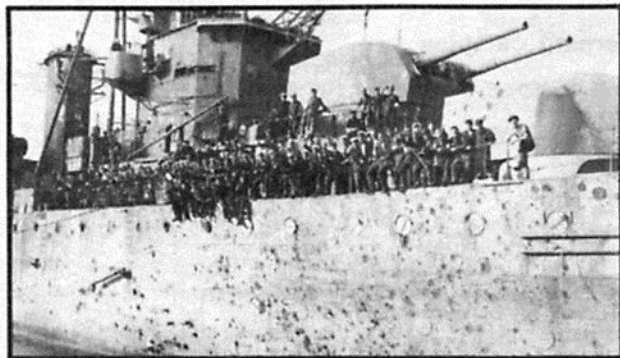
Her successor, a fifth rate, saw much action in the West Indies before being broken up in 1797. That year a cutter was hired by the Navy, remaining in service for two years before being captured by the French.

## STEAM PIONEERS

Then came a second fifth rate which fought throughout the Napoleonic Wars.

Next two ships of the name reflect the development from sail to steam. The fifth Penelope was built as a sailing ship, but was converted to a 16-gun paddle steamer 14 years after her launch in 1829.

She was sold in 1864, to be succeeded three years later by a 3,096-ton corvette, the first ironclad of any size to be fitted with twin screws.



The honeycombed side of the eighth Penelope after close encounters of the worst kind.

Picture: Imperial War Museum.

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, HMS Nelson, Portsmouth PO1 3HH, price 15p each (minimum order 60p) including postage and packing (£1.50 per dozen) on receipt of stamps, postal orders or cheques. A standing order for the supply of each card on publication (12 issues) can be arranged on receipt of postal order or cheque for £3.50.



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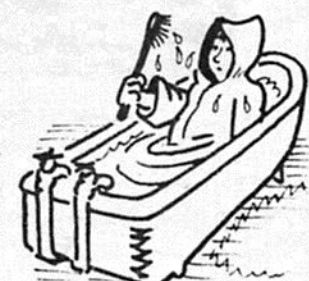
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# LETTERS TO THE EDITOR

WHAT A LOT of wags we Chatty Chats must have been! Reading Jack Spragg's letter (December issue) about remarks from the audience in the canteen cinema reminds me of two more.

In the film "Pride and Prejudice" a suitor has his proposal rejected and disconsolately leaves the room, leaving the door open. At this, a voice from the audience called out, "Shut that b..... door." This raised a laugh which was added to when the door was seen to be pulled closed from the other side!

The second incident was during a film of the life of Stephen Foster. Foster and his wife had parted, to meet again in the foyer of an hotel.

The wife's line was, "Stephen, I've come back." What Stephen had to say was drowned by

## Cinema ad-libbers who raised the laughter

a loud admonition from one in the audience: "About b..... time too!"

It was always said that the first few rows were empty for Western films because of the dust kicked up by the horses and cattle, and that one rating took along a dustpan and brush to collect the horse manure. — T. C. H. Aldis (ex-scribe), Canterbury, Kent.

AT THE Capitol Cinema, Valletta, 1935, the film showing was "You'll Strike it Rich," with George Gee, comedian.

The Office Bully picks up George's hat and asks, "Is this your hat George?"

"Yes," George replies.

As the audience waited for the next bit, out of the pregnant silence comes the high-pitched

squeal of Ordinary Seaman Ginger Evans, "Well spit in it" (or something like that).

We were bundled out of the cinema on to the street in no time at all. — Peter Woodhouse, Plymouth.

WHEN Ivy Benson and her band were giving a show in the canteen in Manoel Island, Malta, in the Fifties, the girl singer was singing in a very sexy manner about the sort of man she was looking for.

One of the lines was that she wanted a man with plenty of time, at which point I shouted, "I'm on a seven-beller," and this brought the house down.

Should the young lady in question ever read this, I must offer a belated apology.

Incidentally, do they still give seven-bell leave to dog-watchmen? — Arthur Aston (ex-yeoman of signals), Cannock, Staffs.

## The 'unacceptable' face of Navy News

# BANNED!

We're  
sexist,  
says  
letter

I AM the librarian at Chipping Campden Comprehensive School, Gloucestershire, and the careers master supplied me with a copy of December's Navy News after a visit by RN personnel.

I find your inclusion of a picture from the Lamb's Navy Rum calendar as sexist and unacceptable. The Navy is supposed to provide a career structure for men and women, and yet the only women in your paper are shown in a sexual context, both in the articles (Miss Gibraltar and Miss Plymouth) and in the advertisements.

There is no indication that the woman in the Lamb's Navy Rum picture is a member of the Navy.

I find this portrayal of women

unacceptable and will not allow your publication into the library until it changes its attitude towards and portrayal of women. — P. S. Young (Ms), Chipping Campden, Glos.

We can't find sexist in our manhandled old office dictionary, but it sounds rather flattering to us.

However, sorry to upset the Ms. and that she now feels obliged to deprive the children of pages of information and good pictures about RN ships, life and history. Because it is, of course, simply not correct that "the only women in your paper are shown in a sexual context."

If a Wren in uniform — and perhaps at work — happens to look attractive, is that a "sexual context"? If so, we plead guilty as most of our pictures of women are like that.

As far as our page three girls are concerned, we reckon they're pretty demure by today's TV, magazine and newspaper standards — Editor.

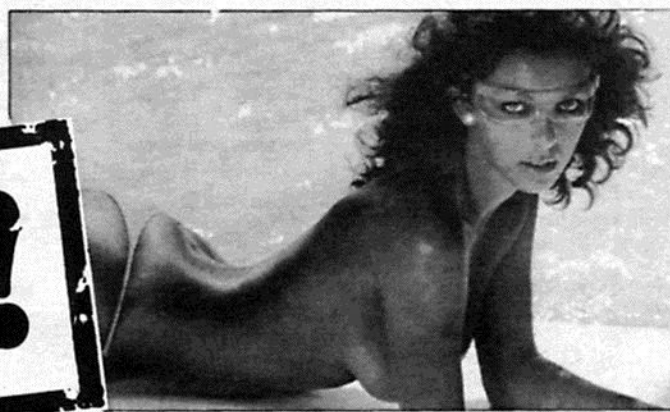
### Smallest reunion?

BACK in March you kindly printed my notice of intention to hold a reunion of 845 Squadron later in the year.

Unfortunately the response from my contemporaries was very poor. However, we did hold what was probably the smallest reunion of 845 ever!

Six of us from the 1955-57 commission were present at HMS Wessex on November 5 (Tony De Felice, Harry Griffin, Bill Honsiaux, Jim Turnbull, Cdr. David Williams who is still serving, and myself).

To change the subject I noted with interest the piece about Tony's Bar in Sliema (letter from L. V. Leather, December issue). In 1949/50 I was a JREM(A) at HMS Ariel (Warrington). My clean ship station was Gilly's Radio Store (none other than PO Gilbody). In 1956, as a PO in Malta, I also saw that photo of Gilly in Tony's. I wonder where he is now. — B. S. Jarman (CWEA/R), RNR, Southampton.



● Our page three picture in December.

## Matelot of the Year? No fear!

### Matelot of the Month?

WE THINK it is about time your Page 3 had a regular feature on hunky males for female readers. It seems obvious that your paper has a male bias. We girls like to sigh over a muscular torso, you know! So how about a "Matelot of the Month"? — The Society for the Appreciation of a Good Torso, London.

From last month's letters pages.

You've had a plaintive plea, I see, For "hunky males" to share Page 3 — Discerning damsels, London-based (Not yearning in some desert waste) Complain there's sex discrimination Behind your choice of illustration. They feel that female readers lack The kind of pics you print for Jack Which glorify the girlish form (And keep him warm in Arctic storm) ... So now, in no uncertain words, You're urged to cater for the birds With views of manly muscles bared — To think we never knew they cared! Our praise of silk-stemmed pulchritude They once condemned as rather crude, Yet now they're eager to admire Some far from meagre tar's spare tyre — To mention nothing of the views They'll get of Stripes's strange tattoos! I thought the ladies were inclined To look for talents more refined, But even if you sought to grant The spectacles for which they pant You'd never in a month of Sundays Get Jack to model in his undies — And none would volunteer, I fear, To be the "Matelot of the Year" By shaking off his chic chemise And standing topless, bleating "Cheese!" Apart from all his messmates' chaffing, You couldn't snap the chap for laughing ...

— Bernard Campion

## Orkney aids children

COULD I record the appreciation of the Town Council and citizens of Falmouth for the endeavours of officers and company of HMS Orkney in providing a Christmas party for the boys and girls of Trevethan and Budoc Homes, Falmouth.

While on fishery protection duties, the Orkney raised money whereby Falmouth Rotary Club were able to purchase gifts for each boy and girl and distribute them by Father Christmas at an outstanding Christmas party on board the Orkney when she docked in Falmouth on Christmas Eve.

The arrangements for this party were made between Lieut. Timothy Sharman, Sandy Burgess (Carrick District Council's warship liaison officer), Falmouth Rotary Club and the entire ship's company.

I would also like to extend to all those in the Royal Navy who have visited Falmouth during past years best wishes from Sandy Burgess and myself — E. G. Dawkins, Town Clerk, Falmouth, Cornwall.

### Straight or wavy?

IN THE DAYS of the old Wavy Navy one used to see RNVR lieut-commanders wearing two thick wavy rings with a thin straight one between. Others wore all wavy rings, including the half ring. Can anyone enlighten me as to the distinction? — John G. Hinton (ex-CPOMA), Worcester.

### Thanks from the girls

WE THANK YOU for publishing our letter (September issue) and wish to express our appreciation to all those who so kindly sent letters and donations to help us on our way. — Third Officer Swann, on behalf of the officers and cadets of TS Manchester (Girls' Nautical Training Corps).

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NN/2/82

## New exam bridges gap

AS A RESULT of publishing my letter "Type cast as sonar maintainer" (November issue) it has been brought to my attention that my comment on the fairness of the examination for promotion to CWEA/CWEMN is no longer valid.

A new examination was introduced to reflect the changes brought about by the re-structuring of the Weapons Engineering Branch (EBD). A standard question book has been produced, such that the selection of questions taken from this book may

precisely match the experience of an individual candidate.

However, a straw poll among my contemporaries would indicate that this book has not received the publicity it warrants.

The PPE book DP 79/1800(1) may be obtained from the Drawing and Publications Dept., HMS Collingwood, and may be used by candidates as a guide to revision for the examination. — G. J. Boobier (WEA 1), HMS Collingwood.



JACK

by Tui's

YOU'RE A LYIN' 'OUND!!

TELLIN' 'ER YOU DON'T  
HANDLE NUCLEAR WEAPONS!!LIGHT DUTIES  
AREN'T I!!

OWZAT?

# Destroyer's vital 'catch'

HMS Petard, on October 30, 1942, in the Mediterranean, captured all confidential books and the cypher machine from U559.

The destroyer flotilla, in pairs, attacked U559 without result till J. A. MacMillan, torpedo gunner, put forward the idea that the U-boat was deeper than the 500ft. maximum depth charge settings. Could he put soap into the depth charge water entries to delay firing

until below 500ft? This was approved.

"British Intelligence in the Second World War" volume 2, page 750, appendix 19, now reveals that the captured cypher machine allowed cyphers to be broken at a time when we were not able to read German signals.

I would like to get in touch with Mr. MacMillan. Further, the first lieutenant, Anthony Fasson, was awarded a posthumous George Cross, together with Able Seaman Grazier. I am now in touch with Tony Fasson's brother and would like to find the next-of-kin of AB Grazier, to tell them of the vital importance of the material for which these two gallant men lost their lives.

I would also like to trace the next-of-kin of Tommy Brown, who at 16 was assistant to the canteen manager (Naafi). He was decorated with the George Cross as well, but later was killed in an air raid. — Mark Thornton (commander R.N., former commanding officer of the Petard), The International Hydrofoil Society, 17 Melcombe Court, Dorset Square, London NW1 6EP.

## WHERE'S THE EQUALITY?

IN ANSWER to LWTR, of Plymouth, who wrote last month about Wrens having "honorary titles" like Sue and Jane and who asked where was sex equality, I would like to ask him the same question.

Could I point out that:

- By law, sex equality for women does not apply in the Armed Forces.
- The NDA does not apply 100 per cent — for example, detention.
- We do not have equal pay with our male counterparts.
- Our uniform costs more than yours.
- The Kit Upkeep Allowance is less than the male counterpart's, although all our KUA goes on tights!
- Men who call Wrens by Christian names usually do so because they give the same courtesy as they would for their wives or daughters.
- If you were to work among a group of females, you might find yourself having the "honorary title" of Dave or John.

I could list a few other points but it would become too petty. All I can add is that, if this were to change, then I would wholeheartedly agree with your letter. — Unequal PO Wren, Cornwall.

I SUGGEST that LWTR gets his facts right.

First, not all Wrens are for equality, as some of us still prefer to be women.

Secondly, when I left the Navy, I had a Certificate of Qualifications which included a piece by the captain of my last establishment — and he only mentioned me by my surname. So, we are not always called by first names. — Ex-L/Wren, Manchester.

# £6 TO CASH A CHEQUE ...

I THINK it is about time someone expressed their views on the current banking situation in HM shore establishments.

The Navy made it compulsory for all ratings to have their monthly salary credited to a bank account, so why can't we have a proper banking facility enabling us to draw out money at leisure instead of rushing during lunchtimes and waiting in long queues for cheque cashing?

I am sure there are many people who have better things to do at lunchtimes than queue for money.

Surely the banks could open normal

banking hours. If I am busy and miss the bank I have to pay £6 in taxi fares to Helensburgh, just to get some money. I don't think it is right somehow. — K. J. Whitehouse (RO1(SM)), HMS Neptune.

### □ Bad habit

I NOTE that you have got into the bad habit of giving RN ship measurements in metres. Most people prefer good old English feet — Douglas Brinkman (ex-PO), Gillingham, Kent.

● Don't we all (oldies anyway), but regrettably metres are here to stay. — Editor.

'OVER TO YOU' AND  
MORE LETTERS—P.27

# In praise of Nelson

YOUR READERS may be interested to know that the first Nelson Society was inaugurated on November 28, 1981, at the famous Norfolk Club in Norwich.

Surprisingly in the 176 years since the death of Admiral Nelson this is the first society to be formed in his honour.

Among the many notable people who attended this splen-

did gathering were three descendants of Lord Nelson, two of these being Mr. R. C. Goulty and his nephew Mr. C. Risebrook, and the third being Mrs. J. Berney, who is related to Lord Nelson through the Suckling family.

The present ninth Earl Nelson, although unable to attend the inaugural meeting, has consented to be the society's president.

The aim of the society is to promote and re-kindle in the people of this nation the knowledge of Nelson's outstanding qualities of leadership, courage and devotion to duty. We invite all who have an interest in Nelson to join us. Details can be obtained from The Secretary, Flat 3, 35, Grand Parade, Brighton BN2 2QA. — J. R. Saunders, publicity officer, Nelson Society, Liverpool.

## CADETS HOMELESS

SADLY, fire has destroyed most of the interior of the headquarters of TS Sirius, Hayes and Southall unit of the Sea Cadet Corps. After a busy and successful year in which the unit went from strength to strength, a fire — on Boxing Night — left us homeless and without a single training aid or seamanship manual.

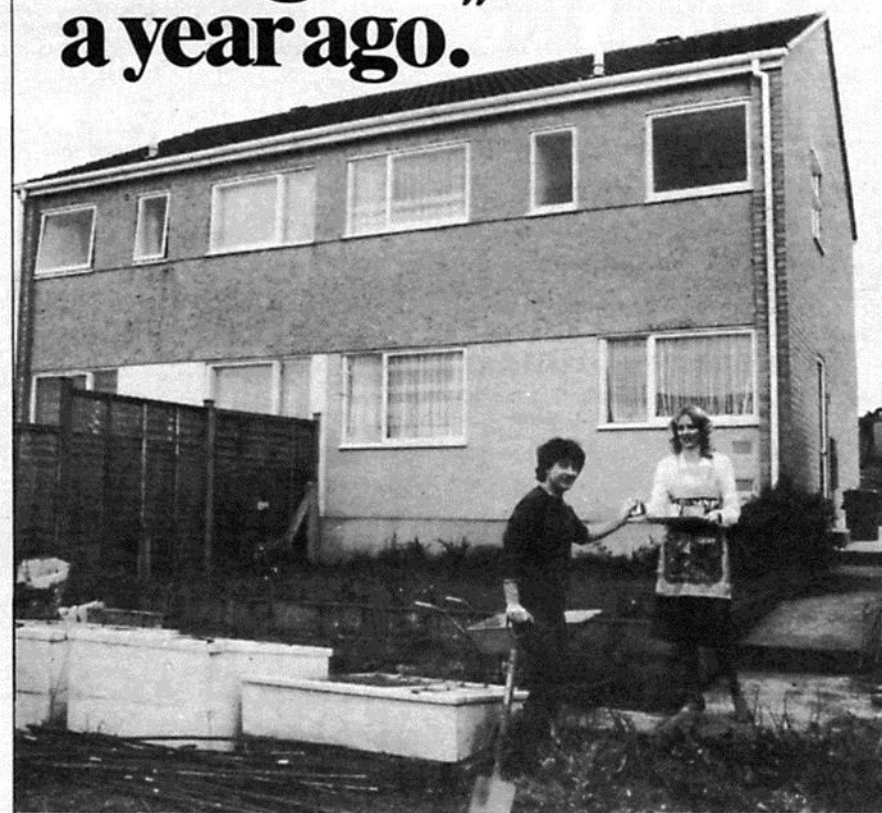
Destroyed was nearly all the unit's equipment and records, together with stores, including dozens of new uniforms. The many cups and trophies were reduced to ashes, together with efficiency pennants and the Colour.

Everyone connected with the unit rallied round and an appeal has been launched. A cash target of at least £5,000 has

been set, and in addition it is hoped that local industry and business — and anyone else who can assist — will offer their time and services.

Already many offers of help have been received, particularly from Sea Cadet units in West London, who have offered use of their facilities. However, if any readers have anything they think could be of use, either to help rebuild the unit or as a training aid, everyone in TS Sirius would be more than grateful. Please contact the Appeal chairman, Mr. Alan Sayer, 13 Peachey Lane, Cowley, Uxbridge, Middlesex (tel. Uxbridge 52776). — I. R. Wallace. For Commanding Officer and Fire Appeal Committee, TS Sirius.

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### Becky's □ plea

MY NAME is Becky, aged 13, and I am in despair. When I am older I want to join the WRNS but I live miles from the sea. Even the nearest Girls' Nautical Training Corps is 23 miles away.

The only contact I get with the Navy is at Navy Days once a year, and through your paper. Could you not have a special page for younger readers. Half a page would do — even a paragraph! There must be SOME children of around my age in the same position as I am. — Becky Treherne, Cambridge.

Well Becky, here's your paragraph! Seriously, you may not be aware that Navy News has a special edition each month for Sea Cadets. — Editor.

BLOCK, H.M.S. NELSON, PORTSMOUTH PO1 3HH.



# Endurance on grand tour...

ICE PATROL ship HMS Endurance has been making a grand international tour of bases in the Antarctic, on what seems destined to be her last deployment to the region.

During her scientific and hydrographic work she has called on five Argentinian bases, three Chilean bases, a Russian base, a Polish base and a US base.

She has also visited several bases of the British Antarctic Survey which she has been helping to support during her six-month deployments.

The Governor of the Falkland Islands was embarked during the pre-Christmas work period in order to visit South Georgia and the BAS base at Signy. Also landed was a Navy-led expedition, which is now well into its work programme.

## Climbers

Lieut. Bob Veal, HMS Raleigh PT officer, is leading the 16-man Joint Services Expedition to scale several unclimbed peaks and survey flora and fauna.

The eight-man Navy and Royal Marines contingent includes deputy leader Lieut.-Cdr. Peter Langdon, Lieut.-Cdr. Hamish Craig, Lieut. Martin Kelly, Lieut. Adrian Hughes, Surg. Lieut. Paul Hutchings, Lieut. Tony Airey, RM, and LS Danny Yarker.

● HMS Endurance plans to publish a commissioning book for 1980-81, her last year of operation. Anyone requiring a copy — at an estimated cost of

£7 — should write to Lieut. - Cdr. J. A. Ellerbeck, RN, HMS Endurance, BFPO Ships, London, supplying address.

## Write way to a man's heart

NO LONGER are the lonely cooks of Culdrose broken hearted... more than 400 girls offered to become their penfriends after the Navy men made an appeal in a letter to a national newspaper.

Galley staff at the RN air station were amazed by the response, which included a letter of sympathy from an elderly lady who said she knew how they felt as no one wrote to her any more, either.

But there was a pleasant surprise for Mrs. G. Wood of Leeds — FCCK Dolly Gray wrote back to say that the cooks of Culdrose would

keep in touch with her. Included in the letter was a photograph of all the galley staff at the air station.

In our picture, taken by PG(Phot) Colin Watmore, four of the cooks repair their fractured ticker. They are (from left): Dodger Long, Tommy Cooper, John Rolfe and Neil Fitzgerald.



## Honours for the Navy

ROYAL NAVY awards in the 1982 New Year Honours List included the following:

CB — Rear-Admiral G. M. K. Brewer, Commandant E. S. A. Craig-McFeely, WRNS, Rear-Admiral P. G. Hammersley, Major-General J. J. Moore, RM.

GBE — Admiral Sir Anthony Morton, KBE — Surg. Vice-Admiral J. A. B. Harrison.

CBE — Surg. Rear-Admiral F. M. Kinsman, Capt. R. E. Lambert, Capt. M. C. M. Mansergh, Capt. M. L'E. Tudor-Craig.

OBE — Cdr. P. R. Broadbent, Cdr. I. K. Brooks, Cdr. C. M. Caldecott, Cdr. B. J. Carr, Cdr. A. C. Mackay, Cdr. A. Mancais, Cdr. C. J. Meyer, Lieut.-Col. R. W. Perkins, RM, Cdr. J. G. Richards, Cdr. C. W. C. Swinley, Cdr. (CCF) K. N. Symons, RNR.

MBE — Lieut.-Cdr. C. P. Addis, Lieut.-Cdr. H. E. Caisley, FCWEM(O) D. M. Collins, Lieut.-Cdr. M. S. Cooke, Lieut.-Cdr. D. J. E. Davidson, Lieut.-Cdr. D. S. Harriss, Lieut.-Cdr. P. D. Goodin, Capt. C. F. Healy, RM, Lieut.-Cdr. (SCC) R. H. Jones, RNR, Lieut. I. Kemplay, Lieut.-Cdr. (SCC) J. R. D. Lewington, RNR, Lieut.-Cdr. W. J. Mayers, First Officer M. S. Nicholas, WRNR, WO2 A. T. Opray, RM, Lieut.-Cdr. D. M. C. Pope, Lieut.-Cdr. V. T. C. Prodder, Lieut.-Cdr. K. Reith.

BEM — AEA(M)1 T. G. C. Armstrong, CPO(OPS)(R) C. E. Barrett, CPO(SEA) J. A. Bell, CPO S. W. J. Bishop, RNR, CMEM(M) J. Bucknall, CMEM(M) L. C. Catlin, CWRENREG S. A. M. Coutts, WRNR, CPO (SEA) D. F. Creasy, RNR, CSGT B. J. Darch, RM, CPOMA W. J. Davis, CPO(OPS)(M) D. R. Flower, CAEMN(M) T. Godber, CPO(MW) J. F. Graham, RNR, CRS(RC) J. N. Hilder, CRS(SM) J. M. Lancaster, CMEM(M) W. K. McLelland, CRS A. N. Murchie, CMEM(M) J. Nightingale, AEA(R)1 E. A. A. Pocock, C/SGT A. Rees, RM, CPO(OPS)(M) M. B. Salmon, SGT A. D. Thompson, RM, CPOCK A. C. Vincer, CCK G. S. West, RFA.

Royal Red Cross: ARRC — Superintending Sister J. V. Morton, QARNNS, Matron M. M. Springall, QARNNS. Queen's Commendation for Valuable Service in the Air — Lieut.-Cdr. G. D. Varley.

## APPOINTMENTS

## SIGNAL SUCCESS

FIRST woman to take charge of a major RN communications centre is Second Officer Margaret Chapman, pictured here.

She was one of the first three WRNS officers to complete an advanced communications course in HMS Mercury and has since been appointed officer-in-charge of Fort Southwick communications centre, near Portsmouth.

One of the five major UK relay stations of the defence communications network, Fort Southwick employs more than 100 Service and civilian personnel.



Recently it was awarded the Controller of Communications Cup as the centre making the

most significant contribution to the efficiency of the network.

Second Officer Chapman joined the WRNS in 1972 as a Wren radio operator and was commissioned the following year. After a spell in Scotland she worked in the Communications Centre at Gibraltar, and luck was with her for her next appointment was abroad — this time to Allied Command Europe's primary relay station at Mons, Belgium. There she was in charge of 120 personnel of nine nationalities.

More recently she has been involved in WRNS recruiting in Birmingham.

## New head of music

CAPT. Graham Hoskins is to be promoted major (local lieutenant-colonel) on November 1 and appointed Principal Director of Music Royal Marines.

He joined the RM as a boy musician in 1949 and was commissioned in 1968. Ten years later he became Director of Music to the Band of the Commander-in-Chief Naval Home Command and of HMV Britannia. In 1979 he was appointed Director of Music to the Band of Flag Officer Scotland and Northern Ireland.

He took part in the 1981 tour by the Royal Yacht which included the honeymoon cruise of the Prince and Princess of Wales and the visit to Australia by the Queen and the Duke of Edinburgh.

## Deputy supremo for Atlantic

REAR-ADMIRAL D. J. Hallifax is to be promoted vice-admiral in April and will take up the appointment of Deputy Supreme Allied Commander Atlantic in June.

He has commanded HM ships Agincourt and Fife, and his appointments have included Director of Naval Operational Requirements and Flag Officer First Flotilla. In June 1980 he became Chief of Staff to CINCFLEET.

Surg. Rear-Admiral R. J. W. Lambert, whose most recent appointment has been as Surg. Rear-Admiral(INM) and Dean of Naval Medicine, is to be Surg. Rear-Admiral (Ships and Establishments) from February 12.

Other appointments recently announced include: Capt. D. J. Bradby, As Chief of Staff to Flag Officer Plymouth, April 23. (To serve as commodore).

Capt. N. B. M. Clack, Drake in command, April 28. (Granted rank of commodore).

Capt. T. M. Bevan, Dartmouth in command as Captain Britannia Royal Naval College, June 13.

Capt. N. F. Dingemans, For duty with CNSA for Brazen as senior officer, February 16 and in command on commissioning.

Capt. J. Burgess, Sultan in command, June 8.

Cdr. B. B. Perowne, Ardent in command, May 18.

Cdr. N. Unsworth, Daedalus, June 7 as officer in command Seaford Park and President of NAAB.

Cdr. J. Perryman, Galatea in command, June 4.

Cdr. C. L. Wreford-Brown, Conqueror in command, March 12.

Cdr. A. S. L. Smith, Splendid in command, June 23.

Cdr. F. M. Malbon, Torquay in command, April 13.

Lieut.-Cdr. M. W. G. Kerr, Beachampton March 22 and in command.

Lieut.-Cdr. G. Goodwin, Wolverton July 27 and in command.

Lieut. J. Donaldson, Kingfisher May 25 and in command.

Lieut. F. G. R. Gillanders, Upton in command, February 12 and in command.

## ADCs TO QUEEN

The following officers were appointed ADC to the Queen from January 7:

Commodores V. M. Howard and W. A. Higgins, and Captains E. M. C. Walker, J. B. L. Watson, J. B. Wallace, J. M. Webster, W. S. Gueterbock, P. J. Symons, G. G. W. Marsh, C. C. Loxton, T. J. Boyton, A. J. Bastick and J. E. Franklin.

## OBITUARY

S. C. Keaney, WREN, HMS Neptune, December 18.

G. Bodger, AB(R), HMS Lowestoft, January 1.

P. A. Lotwick, AB(S), Rosyth FMG, January 2.

Vice-Admiral Sir Charles Evans, Aged 73, Second World War FAA pilot, Commanded HMS Ocean, Deputy Supreme Allied Commander Atlantic 1960-62.

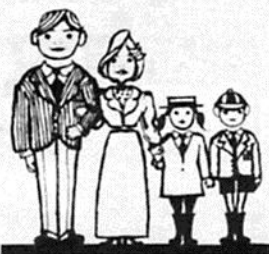
Capt. R. M. Ellis, Aged 80, in New York, Commanded HMS Suffolk in hunt for the Bismarck. Also commanded HM ships Queen Elizabeth and Howe.

Ex-LTO J. W. Seddon, Founder member Blackpool White Ensign branch.

Ex-CPO Coxn. H. G. Johnston, Member Wales No. 1 branch SOCA.

Ex-2nd Coxn. W. J. Cooze, Member Wales No. 1 branch SOCA.

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**NAAFI—YOUR OWN INSURANCE BROKER**



# Laughing Henry plunges into an in-depth interview

ALWAYS game for a laugh, BBC Radio 4 presenter Henry Kelly made quite a splash when he visited the First Raising Squadron Royal Marines at Plymouth.

Henry, who is also on the team of ITV's "Game for a Laugh," donned an inflatable suit to be interviewed in the water by BBC television's "Spotlight South West" reporter Fern Britton.

Fern and Henry are pictured during their encounter which came on a week-long tour of Devon and Cornwall by a Radio 4 team.

They are also pictured (top right) before setting out for a fast bumpy ride in a Royal Marines raiding craft.

While there the broadcasters adopted the Devonport-based Fourth Frigate Squadron consisting of eight Type 21 ships. One



of them is HMS Arrow, which sailed on January 18 with three senior members of the Radio 4 team on board.

Richard Wade, head of Radio 4; Monica Sims, controller; and Robin Hicks, network editor, toured the ship before disembarking in Plymouth Sound.

Pictures: PO(Phot) Pete Holdgate.

Pictured on the right are the big Four . . . Radio 4 top-brass Robin Hicks (left), Monica Sims and Richard Wade as they are shown the 4 on the funnel of Fourth Frigate Squadron ship HMS Arrow. Their guide is the ship's first lieutenant, Lieut.-Cdr. Graham Manning.

Picture: LA(Phot) Stuart Antrobus.



## Diary

Chatham Navy Days — May 30, 31.

HMS Gannet Open Day, Prestwick Airport — June 5.

RNAY Fleetlands Open Day, Gosport — June 12.

HMS Daedalus Air Day, Lee-on-Solent — July 17.

Portland Naval Base Open Days — July 17, 18.

Llangennech Open Day, RN Store Depot, Llangennech, Dyfed — July 24.

RNAS Culdrose Air Day, Helston, Cornwall — July 28.

RNAS Yeovilton International Air Day, Yeovilton, Somerset — July 31.

Portsmouth and Plymouth Navy Days — August 28, 29, 30.

Dates of major naval events throughout the year will be considered for inclusion in this diary if sent in writing to the Editor.

## Vessel named

THE £2m. square-rigged sailing vessel to be built for the Jubilee Sailing Trust is to be called Lord Nelson.

It has been designed so that the physically handicapped can sail alongside the able-bodied in the 400-ton barque. So far about half a million pounds has been donated or promised.

## TOP TEAM

A TEAM of WRNS officers and senior rates won the WRNS inter-part sports competition at HMS Pembroke, the "Tricornes" beating the ship's company and trainees team in the final.

HMS DANAE sails from Plymouth on January 7 for the Western Atlantic to join the Standing Naval Force Atlantic. On board during the six-month deployment will be 11 Royal Marines and a piper from the ship's affiliated regiment, the Gordon Highlanders. The piper, as well as working with the ship's company, will pipe the ship into her many ports of call.

Picture: LA(Phot) Stuart Antrobus.

**Danae joins the force**



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**MASTER TEE**



# It's snow business as the Navy makes the most of The Freeze . . .



## Royals ready in Arctic Devon

ROYAL MARINES put their Arctic training to good effect when blizzards hit the West Country last month. As Devon disappeared under the snow, eight Bandwagons — tracked Volvo oversnow vehicles — from Coypool, Plymouth, moved to Barnstable.

### DO YOU QUALIFY FOR EXTRA PENSION?

If you are married you qualify and if you are a single parent with a dependent child you qualify — in fact, single people can also qualify for **lump sum benefits**.

All you have to do to achieve this **extra pension** is save anything from £10.30 up to a maximum of £20.30 per month (husband and wife can have one each). You can also pay annually and the following is based on £240 saved for 10 years. After that you can have capital growth or income. Your total savings would never exceed £2,400 but this could produce the following:

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Under the command of C/SGT Bill Brazier they transported electricity board engineers and their equipment to check miles of power and telephone lines sagging under the weight of snow in the north of the county.

Back at Plymouth, 30 men of Commando Logistics Regiment, RM, went on standby with their skis at the ready.

Although they were not called into action, the unit was ready throughout the blizzard period to search for trapped vehicles and take essential supplies to isolated villages.

The Navy's Search and Rescue units reported little activity during the aftermath of the blizzard. A Sea King from 846 Squadron based at RN air station Yeovilton did, however, fly 300 emergency milk storage cartons from the Milk Marketing Board creamery at Sturminster Newton, Dorset, to Felinach creamery near Lampeter in south-west Wales.

### CAP THIS

Ratings and Wrens on the staff of the Commander-in-Chief Naval Home Command at Portsmouth put on their thinking caps to increase their complement by one. The result — a somewhat frozen asset — is seen here, standing on the right of the C-in-C., Admiral Sir James Eberle.

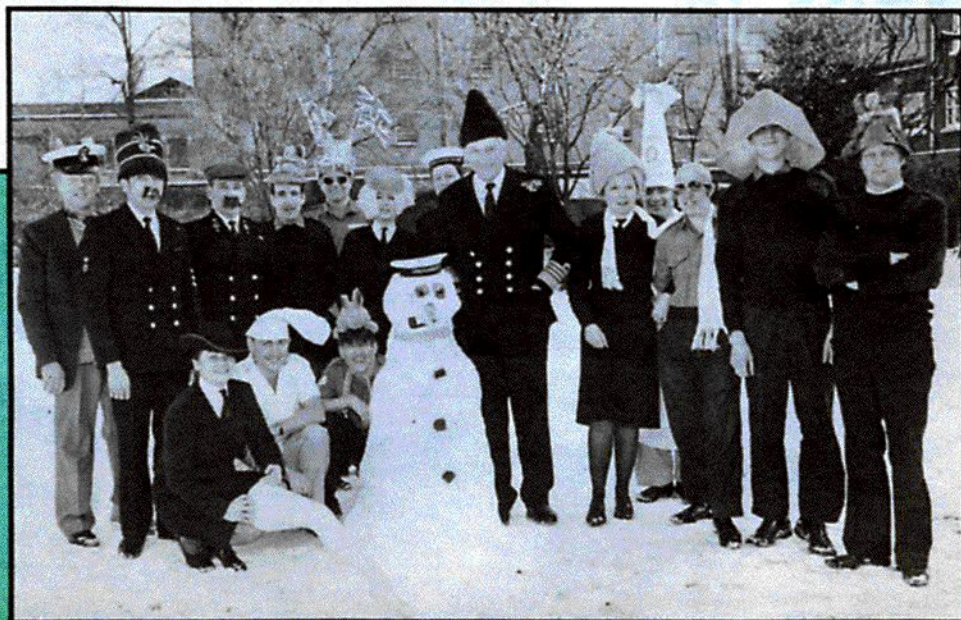


Picture: PO(Phot) Radar Thompson.

### Decked for the weather

WELL, it is called a "ski ramp," so you can hardly blame two bright girls for putting it to an appropriate use. Wrens Maureen Logan (left) and Sally Peddle found the heavy snow which covered HMS Invincible's ski ramp and flight deck ideal for a spot of winter sport while the ship was alongside at Portsmouth.

Maureen is assistant to the Navy Days Secretary in HMS Nelson and is married to MEA Robert Logan, serving in HMS Hermes. Sally is on the operations staff of Flag Officer Portsmouth. They borrowed their ski equipment from Peter Anderson Sports of Southsea.



Picture: PO(Phot) Radar Thompson.



With a huff and a puff ... a team of 15 petty officers from HMS Naiad heave a keg of beer to the top of the Rock to raise £125 for the children's ward of Kingston-upon-Thames Hospital.

Picture: PO Geoff Wheatley



# NAIAD FLIES TO THE RESCUE

TWO BRITONS injured in a car accident in Morocco found help from an unexpected quarter — HMS Naiad, which was on sea trials out of Gibraltar.

The frigate was called in to assist the casualties, one of whom had suffered a spinal injury. The flight commander, Lieut. Steve Bramley, flew the ship's Wasp helicopter back to Gib. to pick up Surg. Cdr. Ian Jenkins, before proceeding to a small airstrip at Al Hoceima on the north Moroccan coast.

Having landed safely under the guidance of LACMN Rosy Bevins, diplomatic clearance was obtained from Rabat and the patients embarked in the Wasp — one on a stretcher.

## OFF THE COAST

Meanwhile the Naiad was waiting off the coast to receive the casualties. By the early hours of the next morning she was back at the Rock where she disembarked her charges into the care of the RN Hospital. Both accident victims are recovering.

The ship also had to be "hospitalised" after suffering engine problems. With dockyard help she was able to sail for a morning's sea trials before joining HM ships Diomedé and Euryalus on passage home from Gulf Patrol.

Earlier during the stay at the Rock, Flag Officer Gibraltar, Rear-Admiral D. J. Mackenzie visited the ship following her docking and essential defects period there.

## TWO ROCK RACES

Members of the ship's company took part in two Rock races. The first was undertaken by 15 petty officers who raised £125 by carrying a keg of beer up the route in 43min. Proceeds went to Kingston-upon-Thames Hospital children's ward, adopted by Naiad.

The second race attracted more than 80 competitors, LMEM James winning in 22min. 30sec., closely followed by AEA(L) Dave Doyle and LSTD Duke Earl. A seven-man team from the CPOs' Mess were particularly proud of their achievement: they covered the distance in 39min. 4sec. — no mean feat at an average age of 38.

## Minerva calls on Antwerp

A VISIT to the Belgian port of Antwerp rounded off a busy three months for HMS Minerva.

In October the Exocet frigate took part in operational evaluation of MAD-fitted Lynx helicopters with HM ships Broadsword, Cardiff, Antelope, Lowestoft, and RFAs Tide-spring, Fort Grange, and Engadine.

There followed a week-end in Faslane and a week running from the Clyde before a visit to Liverpool in November.

## SALFORD DANCE

During the three-day stopover, a ship's company dance was held in Salford, the Minerva's affiliated town.

Over £1,000 collected during the ship's Gulf Patrol duty earlier in the year was presented to the mayor for Salford Children's Home.

After a period in Devonport, the frigate sailed for Portland to provide training facilities for sonar classes.

## 'Wartug' goes back to Civvy Street

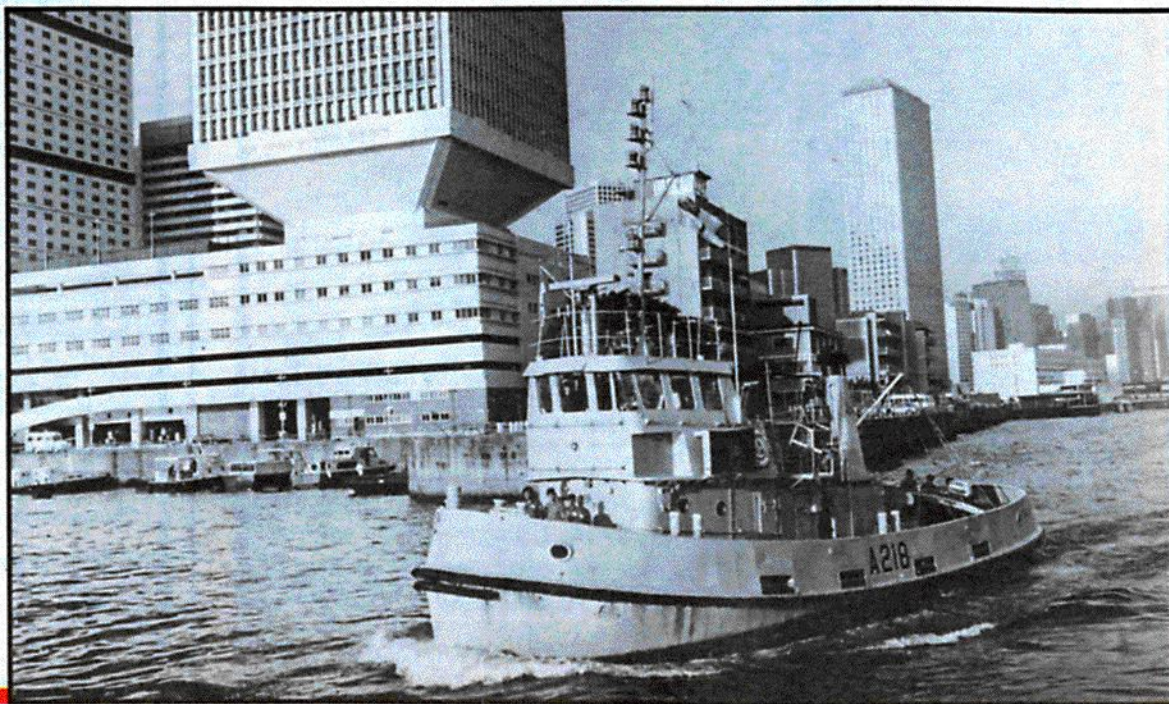
THE LAST day of 1981 saw the end of naval service for HM tug Clare, pressed into service as a patrol craft with the Hong Kong Squadron in 1979.

Before she returned to her civilian duties as a harbour tug, her achievements were praised by the Captain in Charge Hong Kong, Capt. A. A. Waugh. He made particular reference to the many submariners flown out to the Crown Colony to man "this most unlikely patrol vessel."

## SHIP'S CREST

He was presented with the ship's crest by the Clare's last commanding officer, Lieut. Lee Patrick the crest bearing the Chinese inscription "Unbeatable Warship."

A few days earlier the ship's company of Royal Navy men entertained 21 underprivileged children at a Christmas party on board.



## A lovely little collection ...

BARNEY HOGG has the soul of a true collector. At his home at Helston, Cornwall, he has 93 Toby jugs, 81 ships' plaques — and 13 years' worth of Navy News! Now a messenger at RN air station Culdrose, Barney spent 25 years in the Royal Navy, leaving as a PO Cook. His elder brother, now a hotelier in Penzance, was also in the Navy, and two other Hogg brothers are still serving. They are David, a PO Cook, and Kenneth, a Leading Cook.

Barney is a founder member of the Helston Royal Naval Association, whose branch president is Capt. Roger Dimmock, commanding officer of Culdrose.

Adding considerable beauty to Barney's collection is Wren Viv Chorley, who works in the staff office of 771 Naval Air Squadron at Culdrose.

Picture: LA/Photo Steve Newbery

## Bobby's still a winner

FORMER England soccer captain Bobby Moore was guest player in a team opposing HMS Tamar during a friendly match at Sookun Poo Sports Ground, Hong Kong.

Bobby helped his host team — Eastern Football Club — to a 5-1 victory over the naval side, the only scorer for Tamar being Cpl. Bagsy Baker of the Royal Marines.

Bobby was in the Crown Colony to help Eastern win the Hong Kong Senior Shield, which they eventually gained in a match against Happy Valley FC.

## Check mate date

THE 1982 Royal Naval Chess Championships are being held in HMS Raleigh from February 25-March 2 and are open to all members of the Royal Navy, Royal Marines, WRNS, Reserves and members of the RN Chess Association.

Entry forms and details can be obtained from Lieut. G. T. A. Luxton, Wardroom, HMS Raleigh, Torpoint, Cornwall.

## CLARE BOWS OUT



# Cattistock's debut

THIRD of the new Hunt-class mine countermeasures vessels, HMS Cattistock, has started contractors sea trials in the Solent.

She is pictured here making her first trip — an event witnessed by a helicopter of the Search and Rescue flight at HMS Daedalus.

The Cattistock was built at the Vosper Thornycroft yard at Woolston, Southampton, as were her two sister ships which are already in service — HMS Brecon and HMS Ledbury.

Fourth of the class, HMS Brocklesby, was launched in January (see Page 15).

HMS Cattistock was launched a year ago by Lady Berger, wife of Vice-Admiral Sir Peter Berger, then Flag Officer Plymouth.

She is the third Royal Navy ship to bear the name, the others being a First World War minesweeper and a Second World War destroyer which was present at the D-Day landings in Normandy.



## Achilles takes up the cutlass

HMS ACHILLES was on hand to provide a Royal Navy presence at celebrations to mark the 200th anniversary of momentous land and sea battles fought on and around the island of St Kitts.

The Achilles, on station in the West Indies as Belize Guardship, spent four days at St Kitts. She provided a ceremonial guard, a helicopter display, a Royal Marines combat demonstration and a cutlass guard dressed in 18th Century naval costume.

During the battles of 1782, Admirals Hood and Rodney gained decisive victories over the French, putting an end to any serious threat to the British West Indies.

## Eddyfirth to be scrapped

OLDEST of the Royal Navy's support ships, the Eddyfirth, is to be scrapped in Spain. Since leaving Royal Fleet Auxiliary service last April, the coastal tanker of 4,000 tons (full load) has been laid up at Devonport to await her last journey.

The Eddyfirth was completed in early 1954, her main task being the refuelling of aircraft carriers such as HM ships Ark Royal and Hermes.

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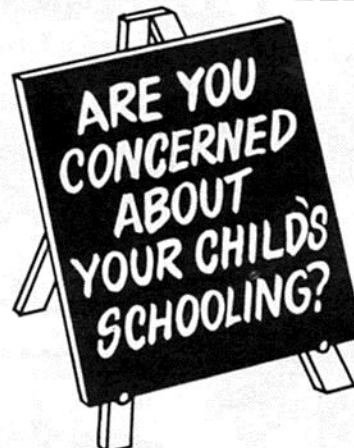
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## A PAGE FOR

## FAMILIES

● Right: Sunny smiles as CWREN(FS) Maggie Howells gets acquainted with a few of the under-fives at the RN pre-school playgroup in Gibraltar. They are, left to right, Helen Graham, Sarah Reilly, James Wills and Mark Graham.

Picture: LA(Phot) Danny du Feu

# YOUR GUIDE TO SUNNY GIBRALTAR

AS PREPARATIONS get under way for the planned re-opening of the border between Gibraltar and Spain, a draft to the Rock promises added attraction, and those about to leave the UK winter for a spell in the sun may like to know about the facilities provided for naval families.

Although it was recently announced that the dockyard is to close, the Navy plans to continue to use the strategically-placed Rock as a naval base. At present there are just over 400 RN families in Gib.

For many years accommodation has set its problems on the pocket handkerchief-sized Rock, and there can be a waiting time for quarters varying with demand. At time of writing, however, this was only about three weeks from the date of the husband's arrival.

## Up-to-date

There are limited opportunities to be housed in temporary accommodation earlier, although this consists of caravans suitable only for one-child families.

Advice from Gib. is to write to the Family Services Officer (Lieut.-Cdr. D. Thackray) for up-to-date information on availability of quarters.

The standard of quarters, mainly flats, varies but every effort is made to meet individual requirements.

For children, Gibraltar offers much. Outlining the facilities, CWREN(FS) Maggie Howells, who works for the Family Services there, says junior and senior naval youth clubs, managed by volunteer mums and dads, provide a host of activities.

## First-class

There are also Guides, Cubs and Scout groups, and all kinds of sporting facilities are available for the youngsters.

The children's education is well catered for by two primary schools, St George's and St Christopher's, which have first-class reputations.

There is a thriving Naval Wives' Club offering crèche facilities to those mums in need of a break from young children. The club also organises a variety of sporting activities as well as tours off The Rock to such

places as Portugal and Morocco.

Another important facility for mum is the Families Clinic, where she can get expert advice. A baby clinic is held one afternoon a week and there is also a naval pre-school playgroup for the under-fives.

More details on facilities are provided in the joining instructions

pamphlet sent to those drafted to Gibraltar. Should a copy fail to arrive when the draft order is issued you should ask for a copy by writing to the Family Services Officer.



## HIGHLAND HOLS

FOR THOSE in search of an inexpensive family holiday in a beautiful setting, the Royal Navy offers six fully-equipped caravans at Loch Ewe in the West Highlands of Scotland, available from March 27 to September 25.

The site now has a nine-hole pitch and putting course and there are indoor recreational facilities. Showers are also installed.

There are three six-berth and three four-berth caravans, the inclusive charges being £5.50 and £4.50 respectively per night. For details send a stamped addressed envelope to: FCMAA Muckley, (Loch Ewe Caravan Bookings), HMS Cochrane, HM Naval Base, Rosyth, Fife.



## MEANWHILE, IN HONG KONG ...

WHILE Britain was in the grip of winter, families of the staff of HMS Tamar and of members of the Hong Kong Squadron were enjoying a sports day in the sun. One of the young prizewinners was Elaine Davies, daughter of POMEM Davies, of HMS Wasperton. Here she receives her medal from Mrs. Bush, wife of Cdr Bush, from Tamar.

## Retirement for North's 'Mr Welfare'

A MAN who has helped countless sailors and their families during years of stalwart work in naval welfare has just retired after a connection of half a century with the Service.

Lieut.-Cdr. Walter Hubble, who retired as Regional Family Services Officer, Northern Area (based at Rosyth), first worked in welfare while serving in Malta in 1962. After leaving the Navy in 1965 he continued with welfare work at Rosyth, dealing with the great variety of subjects which came his way.

In an eventful career after joining the Navy as a boy in 1932, he served in about a dozen ships and saw much of the world. His pre-war ships included HMS Hood — whose tragic loss he was later to witness from afar.

He was commissioned in 1940, took part in Malta and Russian convoys and Norwegian raids, and saw much other action. He was made MBE in 1946.

### PROMINENT

A keen sportsman, Lieut.-Cdr Hubble is an excellent golfer, and has also played a prominent part in local activities, including being an RNA treasurer for ten years.

Tribute was paid to his work at a presentation from local colleagues and others in NPFS.

After Lieut.-Cdr Hubble's retirement, Mr David Jameson has now taken up the appointment of Northern Area Officer, NPFS. He was formerly with the Social Services, based at Newcastle.

This means that all three Area Officer appointments are now filled, so completing another stage in the development of NPFS.

## Navy News

No. 331 28th year  
Editorial and business  
office:

H.M.S. Nelson,  
Portsmouth.  
Telephones:  
Portsmouth 822351  
exts. 24194 and 24163  
(editorial)  
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# GET WISE ON DCI's

## Fires can your damage health . . .

SMOKING dangers not printed on packets of cigarettes are emphasised in the latest report on fires and fire losses in HM ships and establishments at home and abroad.

Despite popular belief (says the report), the vast majority of fires are not acts of God or accidental, but are caused by lack of care or carelessness, failure to comply with safety rules and failure to comply with routine and regular maintenance schedules. Fires do not happen — they are caused.

The most tragic aspect of this year's analysis of fires is the incidence of fatalities which occurred either directly or by inference as a result of falling asleep while smoking, sometimes coupled with the fact that the casualty had been drinking prior to the incident.

Adds the report: "We should be alerted to those dangers of smoking which through lack of care can put ourselves, our families and messmates at risk."

Other main causes of fire are given as: electrical origin, hot work (such as welding), and cooking fat.

DCI (RN) 642

### ☆ Adventure

FREE-FALL parachuting, sub-aqua diving, offshore sailing,

caving and rock-climbing are among courses run under the Joint Service Adventurous Training Scheme, details of which are announced for 1982.

DCI (RN) J 12

### ☆ Pension club

SERVING officers of the armed forces, in the last three years on the Active List (or at age 50 whichever is earlier), may now join the Officers' Pensions Society, which was founded in 1946 to look after the interests of its members, and to help and advise them in any way possible.

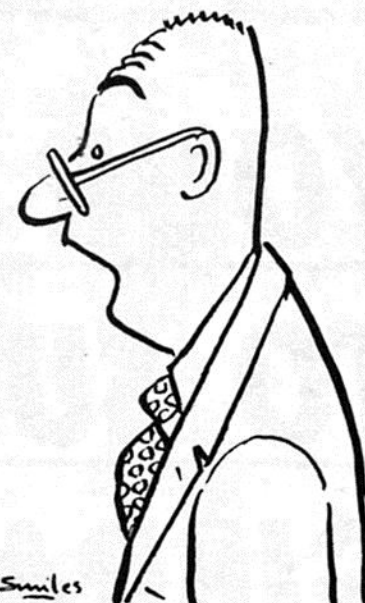
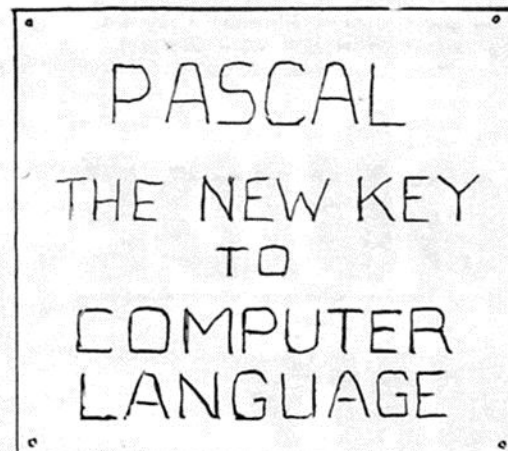
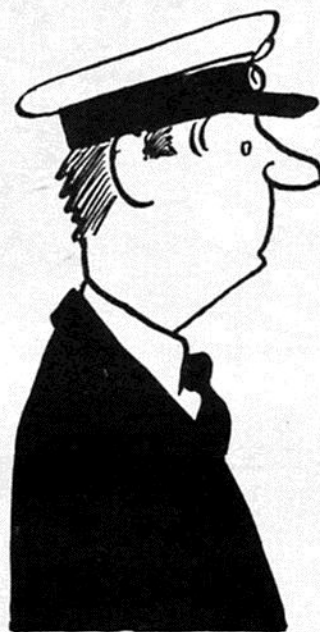
The address of the secretary is "The Officers' Pensions Society, 15 Buckingham Gate, London SW1E 6NS."

DCI (RN) J 15

### ☆ Webbed in

FOLLOWING reports from sea of the loss of life rafts due to failure of the securing arrangements, the present cloth retaining straps are to be replaced by webbing.

DCI (RN) J 656



"Will it help you crack the lingo on your Income Tax Return?"

## DO YOU KNOW PASCAL?

### ☆ Royal Tournament

THE Royal Tournament will be held in the Earls Court Exhibition Building, London, from July 14 to 31 1982. Performances are twice daily at 1430 and 1930, except that there are no performances on Sundays and no matinee performances on Mondays.

Those attending the tournament should allow 40 minutes or so to walk round the various static stands around the arena. Reserved seats cost from £2.50 to £9.50. Unreserved seats are £1.50.

Tickets for reserved seats can be obtained from the Royal Tournament box office, Earls Court Exhibition Building, Warwick Road, London SW5 9TA.

DCI (RN) J 14

### ☆ Diving exped.

DIVING on the wreck of HMS Meander lost in 1870 and searching for the wreck of HMS Roebuck, lost in 1701, are among the exciting plans for a Joint Services Sub Aqua expedition to Ascension Island.

The expedition will be for six weeks, during June to August 1982, and will be led by Capt. M. Moody RAOC. There will be ten in the team, drawn from all three services, accompanied by two civilian scientists.

Ascension Island is volcanic, and is in the South Atlantic, 900 miles from the African coast and 1400 miles from Brazil.

DCI (RN) J 18

### ☆ Transfers

APPLICATIONS for transfer from the Royal Navy to the Royal Marines (and the other way) will no longer be dealt with by Naval Manpower and Training Division. All applications and correspondence should now go to the Director of Naval Recruiting.

DCI (RN) 643

### ☆ Fit divers

ALL involved in diving understand the necessity for a high standard of physical fitness. They may be interested in the latest guidance issued to examining medical officers on the health matters to which they should pay special attention.

DCI (RN) 627

SHOULD YOU KNOW more about Pascal? Perhaps you don't know anything, yet this modern "language" is a computer key of the kind controlling our master-minded age.

"Programming using Pascal" is one of the university residential courses available to Royal Navy personnel "to provide further education and instruction which will be useful within the Service."

The old friend "Pre-History on Dartmoor" is a course still available, while others are widely-

ranging on subjects of great importance in the running of the Fleet.

Languages, metal failure, law of the sea, reliability of equipment, working with trade unions in the public sector, microprocessors, personnel management and developments in avionics are but a few of the subjects listed.

An earlier announcement (DCI 238/81) explained the procedure to be followed by intending applicants.

DCI (RN) 626

### ☆ Phot. award

RATINGS who successfully complete the Joint Service Photographer Course at the Joint School of Photography (JSOP), RAF Cosford, will also be awarded the City and Guilds CG744 General Photography Certificate.

To be eligible for the award, a candidate must pass all the course examinations and meet the post-course practical work requirements.

DCI (RN) 639

### ☆ Delegation

THE Admiralty Board has authorised, by the Naval Disciplinary Regulations 1981, delegation of power to award the punishment of "stoppages," and details are given.

DCI (RN) 644

### ☆ Mentioned

LIEUT. Peter James Horsted, RN, has been awarded a Mention in Despatches "in recognition of distinguished service in Northern Ireland."

DCI (RN) 645

### ☆ Reg. rules

THE changes to Regulating Branch courses and advancement regulations, effective from April 1 1982 also apply to the WRNS Regulating category, but a new official announcement explains certain exceptions.

DCI (RN) 646

### ☆ Chemical dangers

MINISTRY of Defence scientists and project officers are concerned in the health implications relating to exposure to chemical substances, and in particular where there is a substance about which there is a lack of toxicological knowledge.

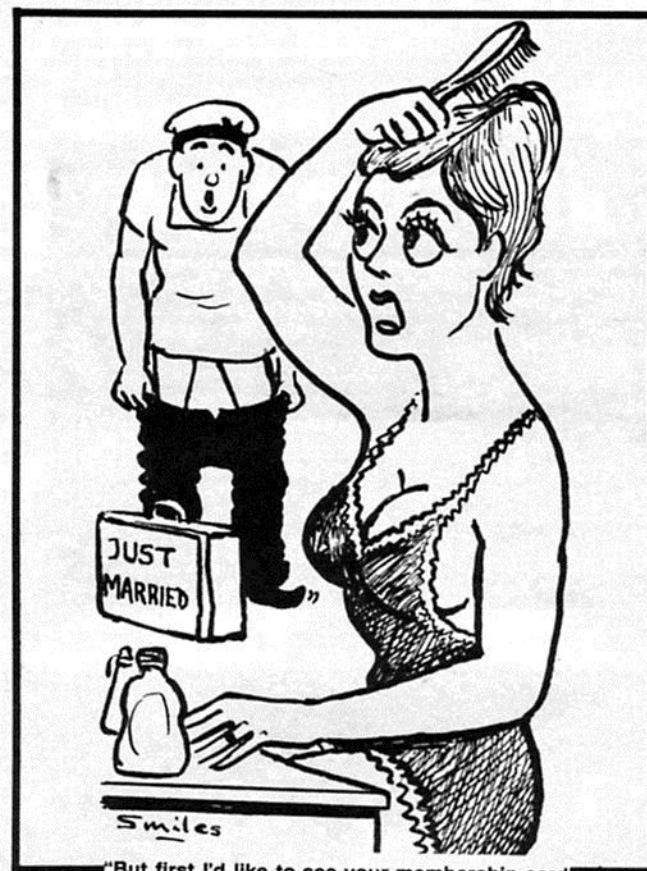
To ensure the closest attention to safety requirements the MOD have instituted new procedures.

DCI (RN) J 654

### ☆ CB guidance

WHILE Service and civilian personnel may of course purchase and use citizens' band radio for personal use on a publicly licensed basis, there is some official guidance of which they should be aware.

DCI (RN) J 633



"But first I'd like to see your membership card for the Dependants' Fund."

## Most ratings in the Fund

NEARLY all ratings are now members of the Royal Naval and Royal Marines Dependants Fund.

Figures given in the annual report for the 12 months to July 31 1981 show that 9,600 new members joined the fund and 5,600 left on release from the Service. Total membership at the end of that 12 months was 59,575, representing 92 per cent. of eligible personnel.

Maximum grants of £1,200 were paid to the dependants of 56 subscribers who died during the year. Five ratings and one Royal Marine who died during the year were not fund mem-

bers. Three of them were married.

For the sixth year in succession, road traffic accidents were the major cause of death — 29 out of the total of 62 deaths reported.

In the case of the officers' fund, for the same period, 910 new subscribers joined and 419 left on retirement from the Service. Membership stood at 8,300, representing 82 per cent.

Maximum grants were paid to the dependants of ten members who died during the year. Two other officer deaths were reported (both married).

(Announcements dated 11 December 1981).

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# TOP WEIGHT BROCKLESBY RACES IN

HMS BROCKLESBY, heaviest of the Hunt-class mine countermeasures vessels so far, was launched on January 12 at Vosper Thornycroft's Woolston shipyard, Southampton.

Her scheduled building time of 30 months will bring her to completion faster than any of her three predecessors — the largest ships in the world to be made of glass reinforced plastic.

The Brocklesby was launched by Viscountess Trenchard, wife of the Minister of State for Defence Procurement, who was also present.

## Off to 'Stan's Navy'

HMS KIRKLISTON sailed from HMS Vernon early last month with her ship's company looking forward to a varied and enjoyable six months with "Stan's Navy."

The minehunter was joining her NATO counterparts in the Standing Naval Force Channel and was looking upon her time with the force as a reward for 14 months' hard work following her Chatham refit.

### HOME WATERS

Apart from a short deployment to France, the ship spent much of the past year in home waters, culminating in a docking period in Portsmouth and inspections to prove her readiness for STANAVFORCHAN.

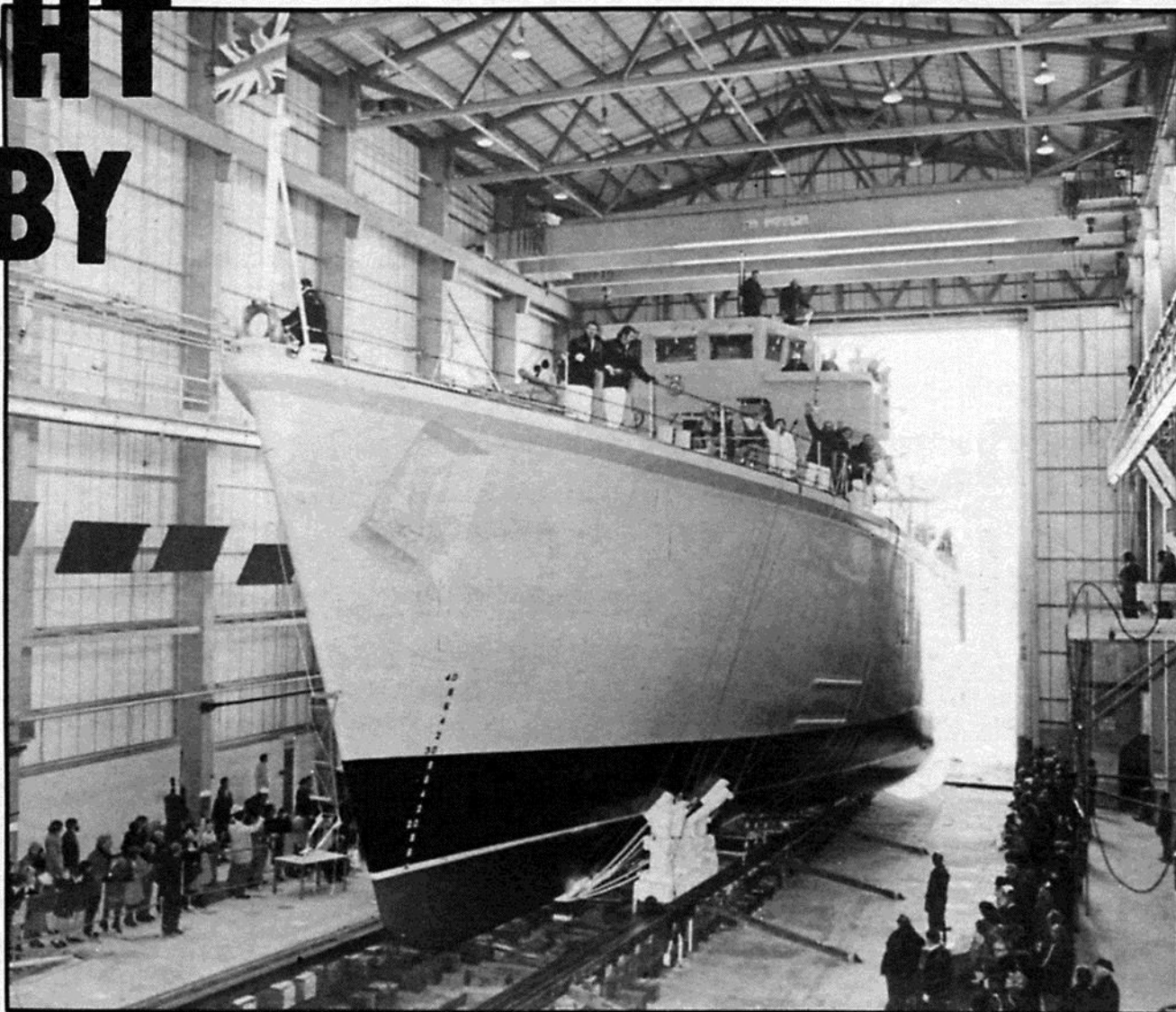
In "Stan's Navy," as the force is affectionately known, the Kirkliston, with her Dutch, Belgian and German counterparts, was looking forward to north European visits and active participation in most of the national and NATO exercises.

Nine Hunt-class vessels have been ordered and two — HM ships Brecon and Ledbury — are already in service. The third, HMS Cattistock, started sea trials in late January and is due to commission in the summer.

### THE HUNT

HMS Brocklesby is named after the hunt in north Lincolnshire and is the third ship of the name. The first was a First World War coaster which served as a Merchant Fleet Auxiliary in 1916-17.

The second was a Hunt-class destroyer which served with distinction throughout the Second World War.



HMS Brocklesby goes down the slipway at Woolston, Southampton. She is the fourth of her class.  
Picture: PO(Phot) Radar Thompson.

## Wotton warms up in company

HMS WOTTON spent Christmas and the New Year on patrol in the Channel with memories of a week in the warmer climates of Gibraltar. The Gib. visit, in company with HM ships Shavington and Soberton, was a "first" for the Fishery Protection Squadron, whose ships normally operate alone within the United Kingdom fishery limits.

It came at the end of a three-month fishery patrol for the Wotton and during the passage south maximum use was made of the in-company time, a rare luxury for such ships.

Light jackstays, armed team sweeps and competitive man-overboard exercises were examples of the work carried out.

Once in Gibraltar, after an official reception for local dignitaries held in the Shavington, the ships quickly settled into their seven-day limited support period.

### CAVE TOURS

Further social activities for the ship's companies included visits to Morocco, cave tours, the inevitable Rock race — in which line honours went to Sub-Lieut. Mark Sayers (Shavington) with Sub-Lieut. Garry Clarke (Wotton) runner-up — and a full sporting programme including a hockey match against HMS Rooke Navy Wives.

A barbecue held on the Wotton's sweep deck during the return passage was enjoyed by all despite thick fog settling in just as the chips were browning.

Back home, the Shavington and the Soberton returned to patrol while the Wotton headed for her base port of Rosyth for a maintenance period and advanced leave before her Christmas and New Year patrol in the Channel.



THE NEW YEAR on board HMS Ajax was welcomed in grand style at Devonport when LSTWD Taff Humble showed off his prized possession — the Ark Royal's huge air horn. Taff, who served in the Ark, bought the horn

two years ago. He is the one in the picture equipped (sensibly) with ear defenders. The two having to make do with their hands are AB Hindaligh and LS Pincher Martin.

Picture: LA(Phot) Stuart Antrobus.

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## Flying family



A FLYING VISIT by Cdr. TIMOTHY JEFFERIS to RN air station Cudroze provided the chance to catch up on his son Lieut. IAN JEFFERIS, who is learning to fly Gazelle helicopters with 705 Squadron. Cdr. Jefferis, who is Flag Officer Plymouth's area security officer, retired from the Navy in December.

## PEOPLE IN THE NEWS



Picture: LA(Phot) Andy Reekie.

## Signed on

THE ROYAL British Legion at Bognor Regis welcomed Cdr. A. R. PRICE to its ranks on December 19. Currently in HMS Warrior, Cdr. Price was the first serving officer to join the branch since the Legion changed its rules to allow members of the Armed Forces to become full members.

He was "signed on" by membership secretary GRAHAM MATTHEWS, who until two years ago was a Chief Artificer in the Royal Navy.



## FIRST LADY, AGAIN

NUALA ATKEY, one of the Navy's first two lady PT instructors, is now the branch's first Chief Wren. Pictured here, she recently left HMS Dolphin to join the Staff Recreation Officer's team in HMS Nelson. CAROLE MCKENZIE, who qualified with Nuala in 1977 as the first women PT instructors, left the WRNS last year. Nuala is married to Lieut. GEOFFREY ATKEY, who is serving in HMS Mercury.

## Richard lets it all hang out!

"Staying Alive in Danger" was the title of a programme recorded at RN air station Cudroze by RICHARD SKINNER and the Radio 1 Staying Alive team. Here Richard tries out the winch of a Wessex helicopter at a safe altitude, watched over by POACMN Diver PETER GIBBS and POACMN GINGE COCKERILL. On the left is sound recordist MIKE FOREN.

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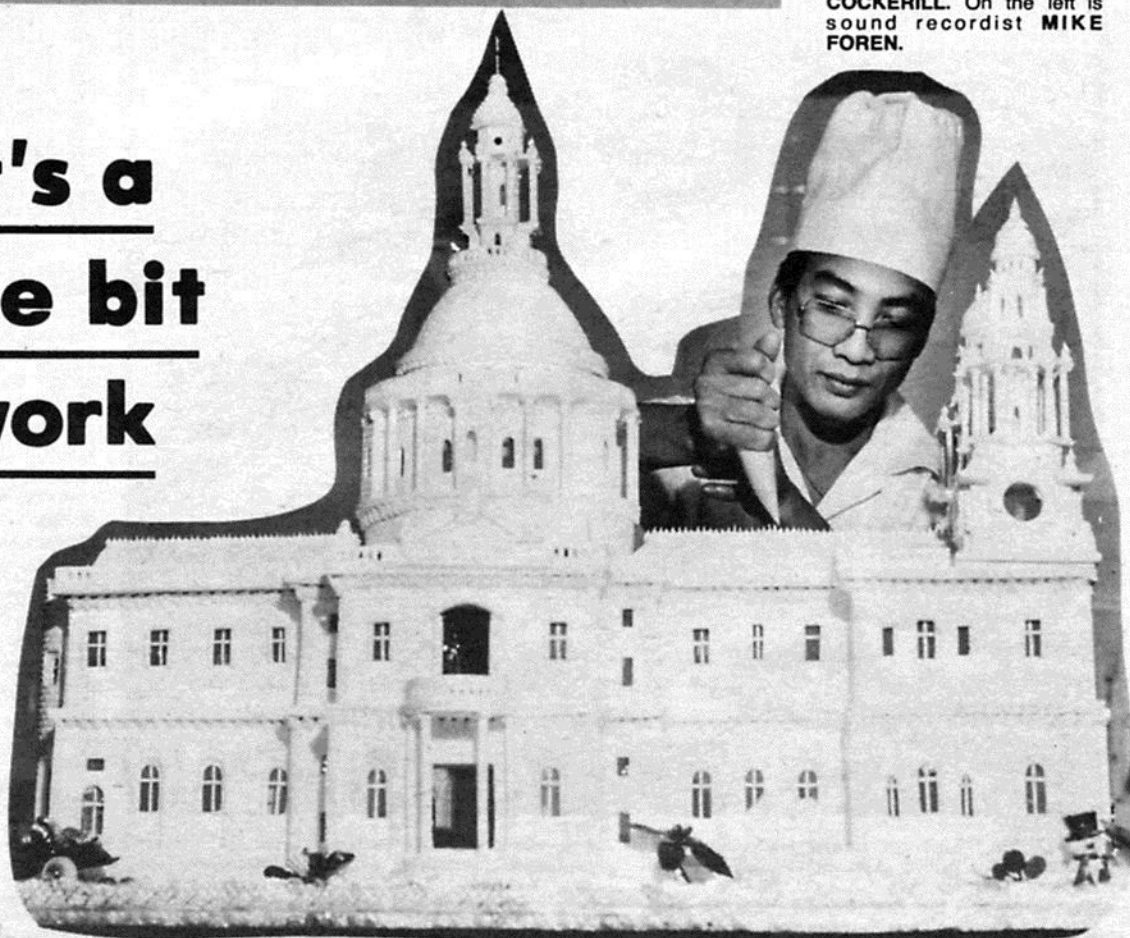
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**SYMBOL SWEATERS**

## That's a (n)ice bit of work

This magnificent replica of St Paul's Cathedral is to go on permanent display in HMS Tamar. It was designed and built by CPOCK CHENG WING CHUEN (pictured) and LCK WU KWOK FAI using 50lb. of icing sugar as a final tribute to last summer's Royal Wedding. The two men, who both enjoy pastillage as a hobby, took four weeks to complete their work of art.





# Goodbye Mum . . .



Picture: PO Wren (Phot) Sue Jackson.

Teaching her husband all about aircraft husbandry is PO Wren Air Engineering Mechanic GILL COOK.

Gill is an instructor at the Air Engineering School, HMS Daedalus, and teaches ratings aircraft husbandry and corrosion removal. Her husband, LAEM DAVE COOK, is on a two-year mechanics' course at the school.

## Hello, twin

Below — Twin brothers ROBERT (left) and PETER SMITH met briefly on board HMS Fearless during an amphibious operation off Brown-down, Gosport. Peter, a lance corporal in the Ships' Division of the Royal Corps of Transport, went aboard while docking an Army assault craft in the Fearless's tail gate. Robert, a WEA Apprentice serving in the Fearless, was piped for so the two could meet. Incidentally, Peter has logged more sea time since he has been in the Army than Robert has in the Navy.

Picture: LA(Phot) Rick Toyer.



Picture: LA(Phot) Paul Gibson.

## Frank's unique

Lieut. FRANK POWELL has a unique claim to fame. Pictured here, he is the first ex-Senior Rate to take command of a submarine — HMS Otus — under the Special Duties scheme. Chief Radio Supervisor Powell did a 13-week course at BRNC Dartmouth and was commissioned as acting sub-lieutenant in January 1976.

Now, at 38, he has passed the demanding Submarine Commanding Officers' Qualifying Course — the only SD officer so far to beat the dreaded "Perisher".

Had he failed — and a quarter of all those selected for the course do — it would have been the end of nearly 20 years in submarines. It is a rigid rule that anyone who misses making the grade at this final stage must return to General Service with the surface fleet.

Lieut. Powell is pictured in the control room of HMS Otus.

Not so much a case of "Goodbye, Ma'am" as "Goodbye, Mum!" Second Officer JUDY ROELE gets an appropriate send-off as she leaves RN air station Cudrose after two years as the station's public relations officer. Judy is expecting a baby in early April. Her husband, ARNOUD, is a Surgeon Lieutenant (Dentist) serving at RM Lymington.

Pictured with Judy are four telephonists to whom she has been Divisional Officer. From left to right are Wrens SHARON NEWBY, KAREN PRIOR, BEVERLEY CAIN and CAROL ROBINSON.



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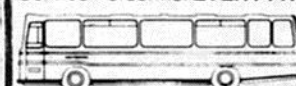
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Chesterfield	£11.65	£7.15	Exeter	£8.25	£5.05
Nottingham	£10.90	£6.70	Easton	£5.40	£3.30
Leicester	£9.75	£5.95	Portland	£5.40	£3.30
Northampton	£8.25	£5.05	Weymouth	£5.40	£3.30
Blackpool	£14.35	£8.80	Dorchester	£5.40	£3.30
Preston	£13.55	£8.30	Wimborne	£5.40	£3.30
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N.B. To all ships visiting Portsmouth — Special facilities to meet your particular travelling requirements can be organized at short notice — write, telephone or call Southdown Motor Services Ltd., Winston Churchill Avenue Portsmouth PO1 2DH — Telephone 696911





"What's this then — some sort of Valentine card?"

## NEWSVIEW

### Any case for bringing back the big guns?

THE LESSONS of history sometimes seem obvious, yet how valid and valuable are they in an age when technology develops at such frightening speed?

Depicted on the facing page is the sinking (for practice) of a warship with Second World War origins. They will be evocative pictures for many older readers.

With that war consigned to memory and the record books, the form and scale that further combat at sea might take can divide today's wise men of strategy and tactics. Perhaps the only certainty about another horrifying war is that it would not match the envisaged scenario (to use current jargon).

#### Old battles?

But exactly how far would it differ from the titanic struggle of the last great wars for the upper hand at sea? Believing much to be changed, some see little point in preparing to re-fight old battles.

There has, however, to be irony in the news that the United States is planning to have a battleship Navy again — 40 years after the invincibility of that kind of seapower appeared finally shattered with the tragic loss of the Royal Navy's Prince of Wales and Repulse in the Far East.

Reports say the Americans will have one refurbished battle-wagon in service by next year, and four by 1987. All are Second World War-vintage vessels, mothballed — and now to be resuscitated — at great cost.

#### Future—or past?

Reports also say there is a split in view over the worth of this expensive comeback. Proponents argue that such awesome ships at 50,000 tons-plus, updated with 1980s technology including helicopters, will be formidable weapons — and of immense psychological value, too.

So, ships with an important future still, or just a big past? Added deterrent and mighty warriors — or obsolescent and dangerously vulnerable "rustbuckets"?

With the Royal Navy's great battleship era long since faded into history, it would take a wild stretch of the imagination to contemplate such a return here.

Yet this US comeback — two generations on from that traumatic Far East disaster which rocked a war-hardened Britain — provides added poignancy to a period when the number of RN "big ships" continues to dwindle.

IN THE NORMAL course of events the time comes for everyone to leave the Service. Now it is clear that redundancy will augment the numbers departing over the next few years.

Will you shortly need a second career? What preparation is necessary and where can you get advice?

Resettlement is a personal matter, and responsibility for deciding the best course of action ultimately rests with the individual. Nevertheless, the Naval Resettlement Organisation offers advice and vocational guidance and helps you plan for your future outside.

You should consider such points as: the range and variety of jobs available; the particular field of employment which interests you; how your Service training and experience can best be used in civilian life; eligibility for membership of a professional association or trade union; and thoughts about a civilian trade.

#### Crucial points

Much depends on individual circumstances and some of the following points may prove crucial:

- Although you may be able to use your Service training in a particular field, are you aiming at something different in civilian life?
- Do you know what training courses are available before and after leaving the Service?
- Have you calculated how much you need to earn to meet commitments such as mortgage payments, insurance premiums, school fees or financial assistance for dependants?
- How will you house yourself and family? If you already have a house or flat, what are the employment prospects in the area?
- Are you prepared to move to another area where employment prospects are better?

#### Organisations

These are fundamental questions to discuss with your wife. Make a note of points on which more information or advice are needed and seek a preliminary interview with your ship or unit resettlement information officer and call on the help of the Naval Resettlement Organisation.

Other Government departments and organisations are involved with MOD in providing a resettlement service, notably the Manpower Services Commission, operating through the Employment Services Division and Training Services Division; the Officers' Association; and the Regular Forces Employment Association.

Together they aim to provide information and guidance on choice of civilian career and all other matters affecting resettlement.

**With redundancy currently hitting the headlines, preparation for life "outside" takes on added significance. This article on getting ready for civvy street has been supplied by the Resettlement Section of Naval Education and Training Support.**

Resettlement advice may be sought at any time and general policy is for personnel to be reminded of resettlement facilities some two-and-a-half years before they are due to leave the Service.

Senior ratings should normally attend a second-careers course but, while this advice service is designed to help them to make up their minds the final decision has to be their own. In the matter of early advice, the following people can help:

The ship or unit **resettlement officer** has access to all resettlement literature and knows sources of information. He knows also how to enrol you for further training courses.

#### Board interview

If he is unable to answer your queries or offer help with your particular problems, he will arrange for you to be interviewed by a Resettlement Advice Board or to see the nearest naval resettlement information officer.

The **NRIO** — usually a retired naval officer — works in close co-operation with the Employment Services Agency and the RFEA. He also has regional contacts with a large cross-section of industry and acts as chairman of Resettlement Advice Boards. His interviews provide an opportunity to discuss employment prospects, guidance on training schemes, housing, finance, regional circumstances and the full range of services of the Training and Employment Divisions of the Manpower Services Commission.

In industry and commerce emphasis is placed increasingly on training. While firms are sometimes prepared to train suitable candidates, they often insist on preliminary requirements in educational standards, technical expertise or wide experience and high personal qualities.

Whatever your chosen field of employment, you should emphasise your achievements and the many qualities offered by an ex-Serviceman.

These schemes can also help:  
**Pre-release Vocational Training.** All who are within six months of completing engagement

(with a minimum of five years man's time) or who are declared redundant can apply for a pre-release vocational training course.

These are four to six weeks long and cover a wide range of subjects. Some convert Service skills to civilian practice within the same trade, while others give a basic introduction to particular trades which can be consolidated by post-release training at Government training centres or with a subsequent employer.

If there is no suitable course available, it may be possible to arrange for a civilian attachment. Many firms give 28 days pre-release training to Service candidates they wish to employ.

#### Skill Centres

**Post-release training:** This is available at Government Skill Centres, which provide courses in different trades varying from a few weeks to about 12 months. Training is free and allowances are paid.

There are courses for those with no previous knowledge of a particular trade and for Service tradesmen who need to familiarise themselves with up-to-date civilian practice. Teacher training and other post-release courses may be undertaken by those with the entry qualifications.

If you wish to consider taking any post-release course, you should apply for interview with an NRIO or Resettlement Advice Board without delay, making sure you have the necessary qualifications to enrol.

However, your search to find employment cannot really begin until you are within a few months of leaving the Service. Information on employment prospects in your chosen career is essential. A close eye on advertisements in the local and national Press is obvious, and it is useful to complete an "Applying for a job" course.

#### Literature

Service Resettlement bulletins should be consulted, as well as the resettlement notices listing vacancies published weekly by NRIO Portsmouth.

Ships libraries and information rooms should hold resettlement literature and other useful publications, and there are also the resources of the local public library.

If you have not found employment on leaving the Service, you should register with the local offices of the Employment Services Division and RFEA. The Officers' Association and White Ensign Association also offer direct help in finding employment.

Authority for all aspects of resettlement can be found in BR 1797 (1981) Further Education, Vocational Training and Resettlement Information, while the 1981 SRB Handbook contains comprehensive information aimed to help in preparing for a second career.



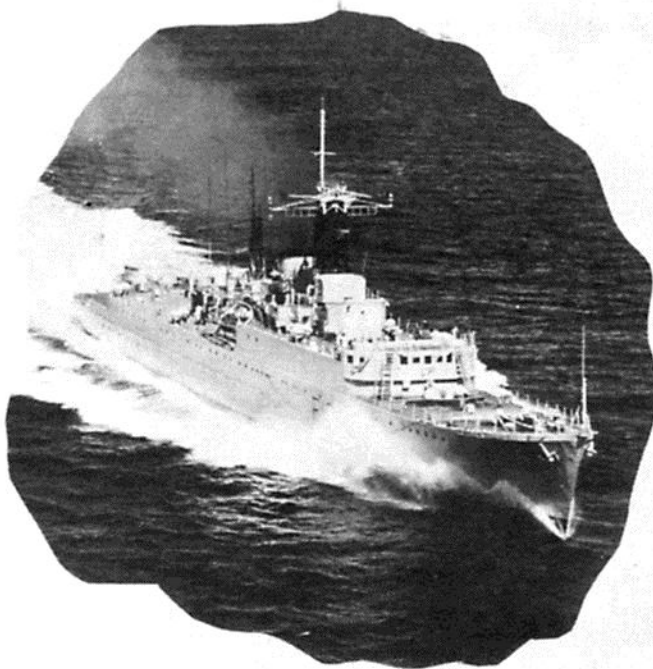
# RAPID END

THESE dramatic pictures taken through the periscope of HM submarine Onyx record the last agony of the frigate Rapid ...



## Number up at last for wartime escort

ONE of the last of Britain's wartime convoy escorts has been torpedoed in the Western Approaches — almost 40 years after she began her career.



HMS Rapid in happier days — as training ship for HMS Caledonia.

HMS Rapid fell victim to the torpedoes of HM submarine Onyx after being battered as a target ship for the missiles of Royal Navy surface vessels.

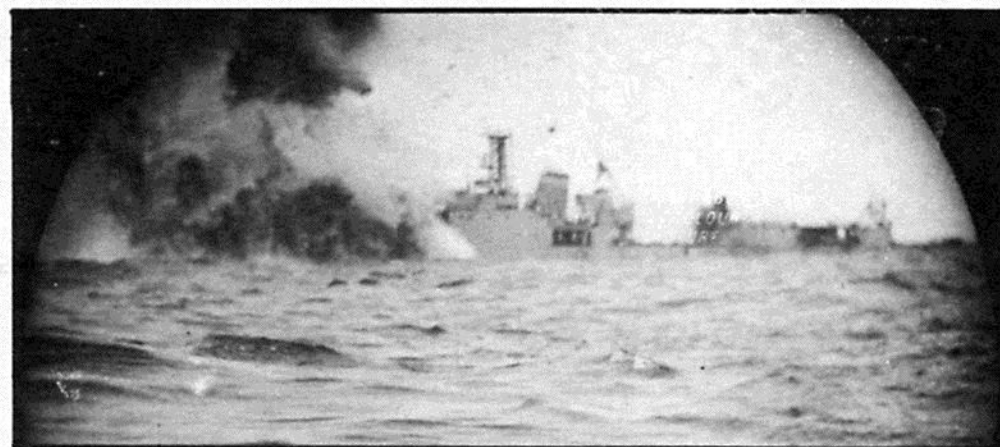
The Rapid was built by Cammell Laird as an emergency-class destroyer, seeing war service in the South Atlantic and the Far East. She saw action off Sumatra and in 1945 took part in the offensive on Burma.

### DAMAGED

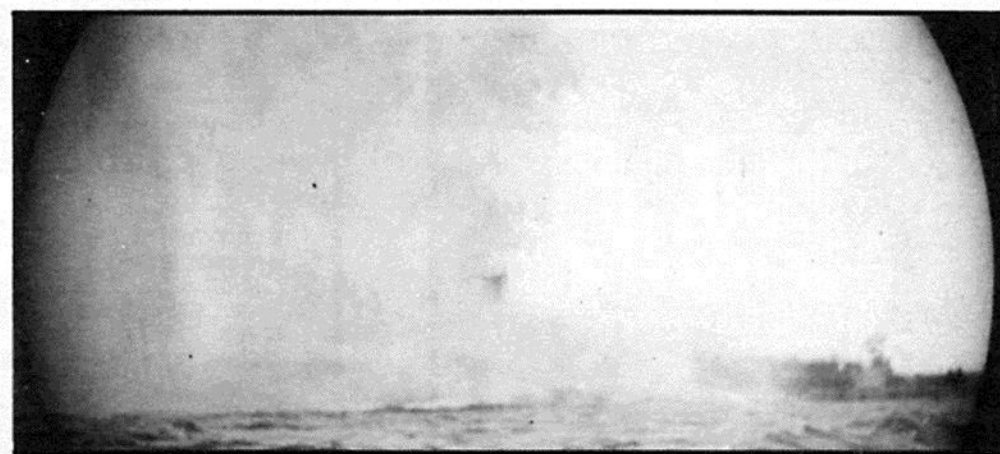
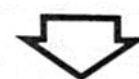
During bombardment of the Andaman Islands she was severely damaged in an engagement with a shore battery and had to be towed to safety.

From 1946 she was engaged in operational training and exercises; seven years later she was converted to a first-rate anti-submarine frigate (Type 15).

After a spell in reserve she was converted yet again, in 1967, this time to fulfil the role of HMS Caledonia's training ship. She went out of service in the early Seventies.



Wreckage is thrown high into the air as HMS Onyx's first torpedo blows off the Rapid's bows ...



Almost the whole ship is enveloped by spray as the second torpedo hits amidships ...



The last sight of a Second World War survivor.



Her back broken, her bows sheared off, the sad Rapid settles.

## Getting a-Brest of the language

A GUARD of honour from HMS Plymouth overcame the language barrier in a novel way when the ship visited the French port of Brest.

Purpose of the visit was to take the Lord Mayor of Plymouth to see the Lord Mayor of Brest and strengthen the links between the twinned cities.

Much of the visit was taken up with French Armistice Day ceremonies, when HMS Plymouth provided the guard of honour for the large mixed services parade — an unusual occasion for the guard in that all orders were given in French.

The ship's company were invited to a reception hosted by the Lord Mayor of Brest and the Plymouth football team beat a side from the French frigate Casabianca 5-1.

## TOP-BRACKET DRUMMERS



THREE drummers appearing with the HMS Pembroke band at the opening of TV South's new studio in Gillingham got the chance to drum some tips into a famous musical twosome.

The programme also featured a "commissioning" cake baked by the Royal cake makers at the RN Cookery School in Pembroke.

### £450 gift

Our picture shows (left to right) Wren(Phot) Tracey Jones, Dr. Evadne Hinge, WEM(O) Coleman, Wren Writer(G) Carol Gayle, and Dame Hilda Brackett.

The band has presented £450 to the All Saints Hospital children's ward. They raised the money playing carols in the Chatham area.

Picture: LWren(Phot) Penny

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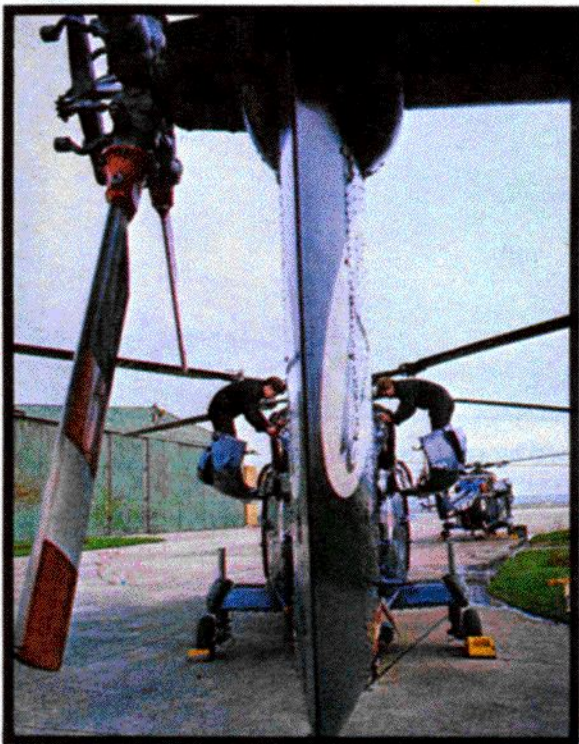
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Above — Aircrew gather for the main morning brief in the 815 Squadron briefing room.



Above — Pre-flight engine checks being carried out by maintenance ratings standing in the engine nacelles which fold down to form a servicing platform. The Lynx was designed so that all components are directly accessible for maintenance or replacement. The Lynx requires only 4½ man hours maintenance for every flying hour achieved. This enables the ship's flight to carry only seven maintainers, one more than for the less sophisticated Wasp.

● An essential feature of all naval helicopters is the ability to spread and fold the main rotor blades. A normal

ship's flight will take about eight minutes to spread or fold the rotor blades.

● Spit and polish on an aircraft is not just a matter of appearance but an essential maintenance policy. Although the Lynx makes use of GRP, there is still a need for metals in the construction, making the prevention of corrosion vital. Even the engines are washed with fresh water at the end of a day's flying over the sea.

Below — The hangar at Yeovilton is shared with 702 Squadron and space is at a premium. In June 1982 both Lynx squadrons will be moving to more spacious accommodation at Portland.

## WHO'S WHO

MOST of the flights parented by 815 Squadron give their aircraft a nickname. Some are obvious, but if the connection is not clear please contact the flight and not Navy News.

Purdie	(Avenger)
Oille	(Minerva)
Wee Geordie	(Newcastle)
Avon	(Ardent)
Little Eddy	(Cleopatra)
Percy	(Danae)
Lady G	(Coventry)
Norman	(Antelope)
Jasper Parrot	(Birmingham)
Gonzo	(Ambuscade)
Arfa	(Andromeda)
Jason	(Argonaut)
Phoenix	(Alacrity)
Captain Beaky	(Trials Flight)
Asterix	(Battleaxe)

# For 815 Squadron . . . Life's lively with Lynx

TO AN OUTSIDER, life with 815 Naval Air Squadron would seem to be a question of keeping track of who's where. The comings and goings of the Squadron's 23 parented Lynx helicopter flights mean constant change, and the Squadron is rarely the same for more than a few days at a time.

Commissioned on January 27, 1981, the Squadron took over the parenting and headquarters responsibilities for all Lynx flights from 702 Squadron, which now concentrates on all the training aspects of Lynx operations.

The primary role of 815 is to provide support for the ship's flights of the Fleet. Each flight consists of a pilot, observer and seven maintenance ratings, one of whom will be the Senior Maintenance Rating.

### Primary role

All personnel come to the Squadron via 702, which ensures that the men arrive with the right qualifications. Appointing and drafting is directly to a particular flight and, except for the possibility of a short period in an emergency relief pool, most men stay with their flight for an 18 to 24 month tour.

All the front line maintenance required is carried out by the seven maintainers who can call on advice from the Squadron by signal or telephone or, in extreme cases, a visit from the travelling Air Engineering Officer who keeps a packed bag in his office.

As each flight is formed it is worked up under the guidance of the HQ staff and, following an inspection by FOF3's staff, embarks in the ship

for the ship's own work-up programme. Periodic inspections by the staffs of Captain D or F, FOST and FOF3 keep the team on their toes. Lynx are currently embarked in Types 21, 22, 42 and in the Leander class. The 23 flights will gradually increase to 34.

The HQ element of the Squadron, which is permanently based ashore, consists of 12 officers and 60 ratings who, in addition to their parenting and support role, fly and maintain the five HQ aircraft. These aircraft are used to assist in the working up of new flights, continuation training for disembarked aircrew, and for the continuing extensive trials programme.

### 2,000th hour

The first Lynx to be delivered to the Royal Navy, XZ229, has recently completed 2,000 flying hours. Now with 815 Squadron, XZ229 began service in September 1976 with the Intensive Flying Trials Unit before transferring to 702 and later 815.

Pilot when the Lynx logged the 2,000th hour was Lieut. Dick, Ormshaw. Observer was Sub-Lieut. John Hatton.

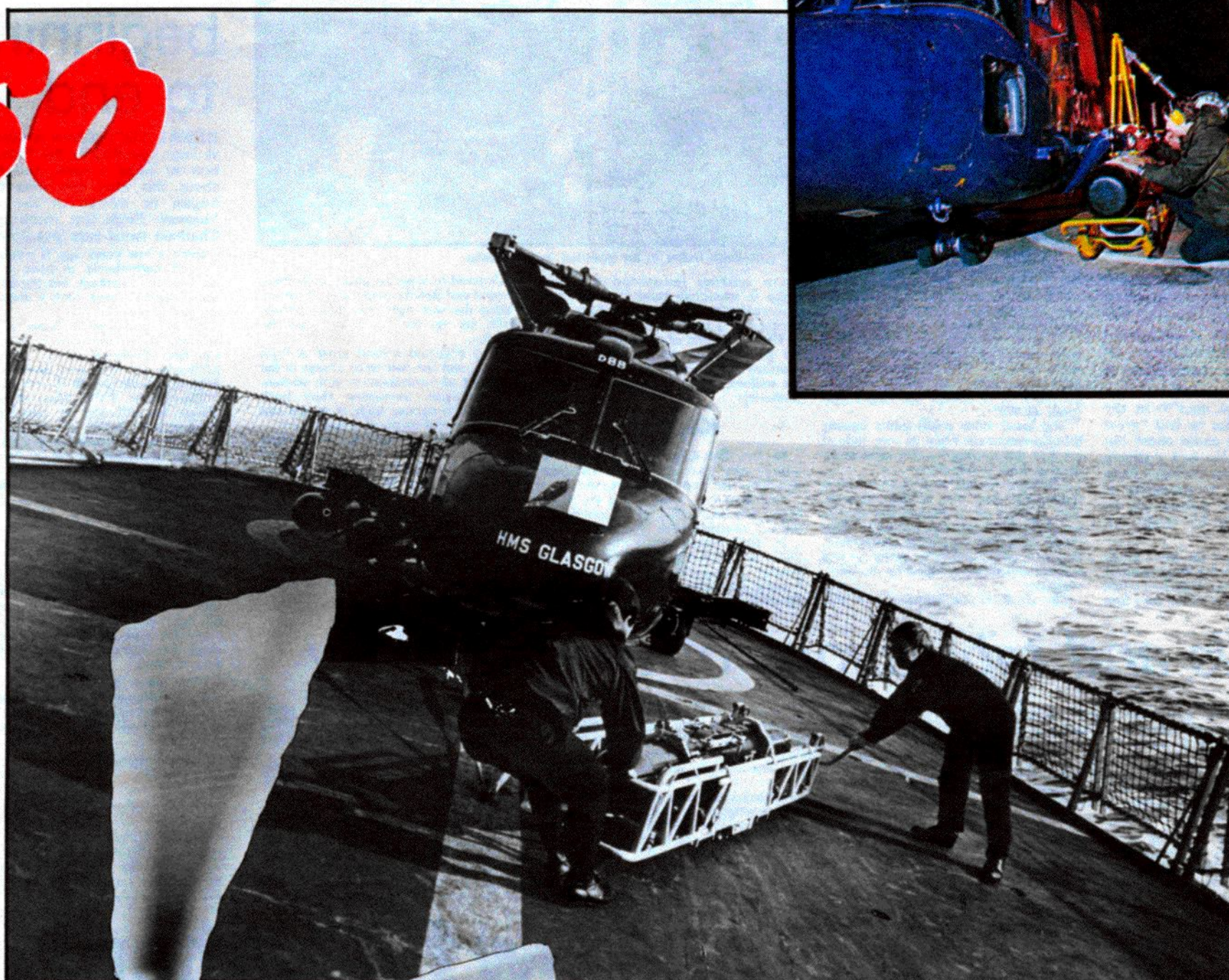
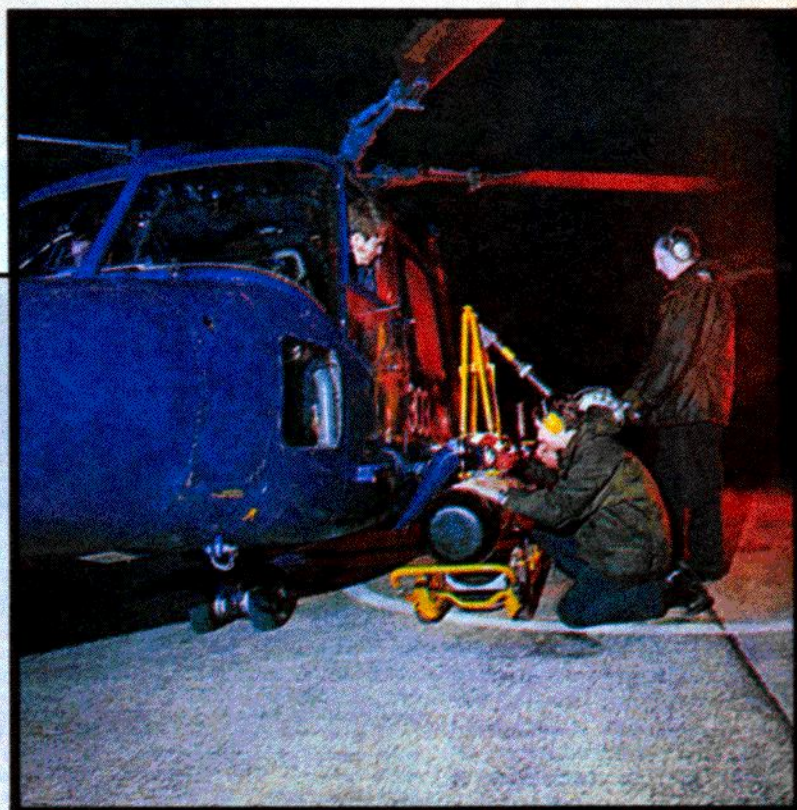




# Rehearsal and reality!

Practice (in colour, right) and the reality (below) of torpedo loading is made easier by the Lynx's "intelligent" undercarriage which keeps the weapon carriers at the same height whatever the weight of the aircraft.

B & w photo — HMS Glasgow Flight.



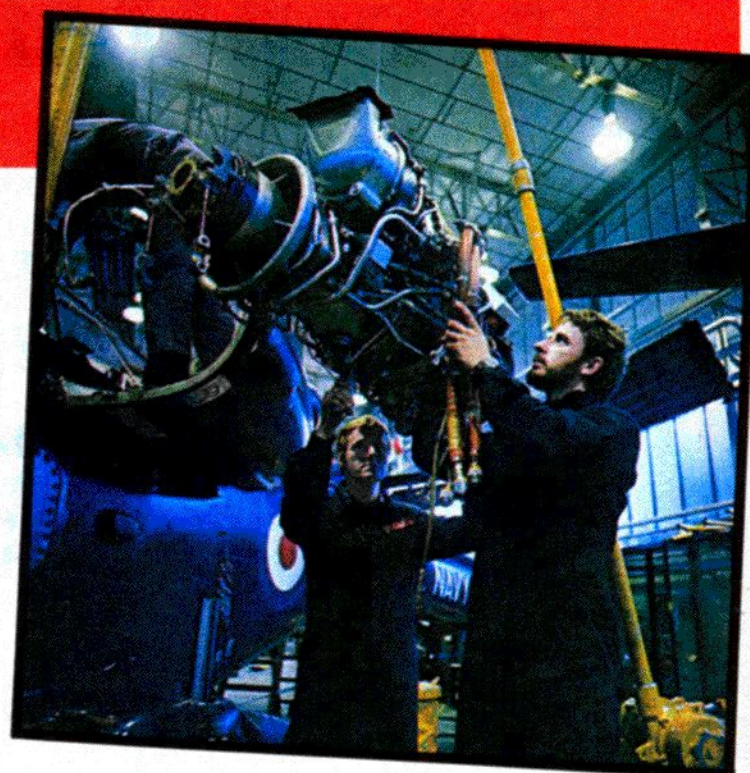
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## So safe, and so responsive

The Lynx Mk 2 is manufactured by Westlands Aircraft Ltd at Yeovil and incorporates many features derived from the Navy's experience with its predecessor — the Wasp. Apart from its two engines, which give an increased safety margin, the aircraft incorporates other design features which make it ideal to operate from the flight deck of small ships, such as the remarkable control response of the semi-rigid rotor, and the fact that the pilot can use a form of negative thrust which forces the aircraft downwards on the deck. A harpoon deck lock means that conventional restraint straps are not needed for normal operations, while the tricycle undercarriage allows the aircraft to rotate about its own axis on deck so that the ship does not have to turn into wind to launch.

Left — HMS Birmingham's Lynx armed with four Sea Skua air to surface missiles. The Lynx can also carry the Mk 44 and 46 and Stingray lightweight torpedoes, the Mk 3



depth charge and a variety of flares and smoke floats.

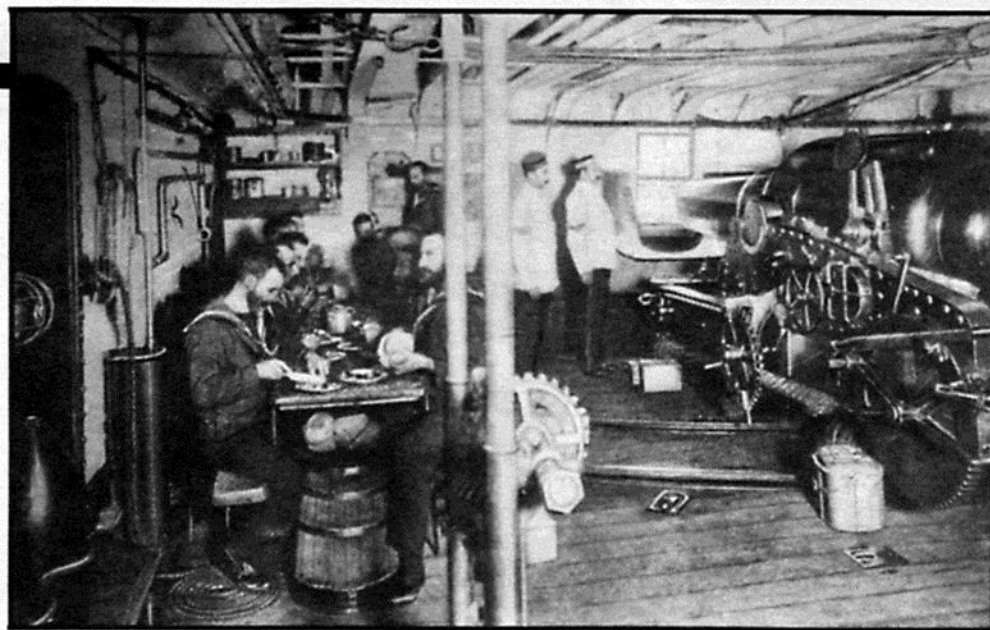
(Picture: Westlands Aircraft Ltd.)

Above — Changing an engine on HMS Cardiff Flight's Lynx. The Lynx is powered by two Rolls Royce Gem engines each rated at approx. 900 shaft horse power. Like all aircraft engines they are "lived," and the Gem needs re-conditioning after 450 flying hours.



## BOOKS

# MEN OF IRON



Gun-deck mess in an ironclad in the 1880s.

EVERYBODY has heard about "wooden ships and iron men" of the old navy, and reading the detail of their lives is calculated to give the most endowed of modern males an acute sense of inferiority.

What is a "real man"? In the 19th-Century Service he had "great arms and legs. He could climb but could not march. He had a steady head aloft and a very unsteady head ashore. There was no greatness of soul he might not ascend to; no temptation so light he might not yield to."

There was of course the lash. There was a certain art in being flogged which was taught on the lower deck, and a fine marine in good practice would take four

dozen with a calmness of demeanour which disassociated the lash from the idea of infliction of pain by way of punishment and warning.

That, at any rate, was one officer's view, quoted in a fascinating book "Rule Britannia — The Victorian and Edwardian Navy," by Peter Padfield, published by Routledge and Kegan Paul (price £8.95).

The lower deck could inflict equally brutal punishment when its own code of conduct was outraged — for instance by stealing from a shipmate.

However, a study of the men is no less remarkable than that of their masters. The captain of a man-of-war was a monarch within his ship, and quite often "bluff of speech, impulsive, passionate, a bit of a tyrant and bully, generous to a degree, and simply idolised by the ship's company."

Mr. Padfield's conclusions are that

these qualities (mentioned time and again in memoirs) fused into a kind of paternalistic leadership which was thoroughly in tune with the age.

The tale is told of one captain, having no padre in his ship, taking Sunday morning service in his shirt sleeves. With his uniform on he recognised no higher authority!

## Keppel

In the 19th-Century, when sailing alone, the captain made his own decisions. He had few constraints.

Few however, could equal the Hon. Henry Keppel, whose naval career was full of incredible tales of daring.

In 1841, commanding the corvette Dido, he formed a friendship with James Brook, a merchant adventurer who became the reverend "White Rajah of Sarawak."

Ordered to suppress piracy in Borneo, Keppel and Brooke planned joint action, taking the war right into pirate strongholds far up the rivers and into the interior.

They collected a local army of loyal natives, and the pair were always in the forefront of confrontation with screaming savages. Somehow they both managed to survive hails of spears and stones, as well as musket shots.

In another escapade he sent armed parties to rescue a British subject imprisoned by the Portuguese in Macao, for which he was "reprimanded by the Admiralty and thanked by Lord Palmerston (the Prime Minister)."

The human side of the old Navy is only a part of Mr. Padfield's most absorbing work, which describes the struggle to adapt to radical changes affecting weapons, tactics, education, propulsion, training and social attitudes.

## Chatham — from beginning to end

HENRY VIII's interest in wives was at least equalled by his determination to build a navy, and it was about this time that such vessels began to winter in the River Medway. From that anchorage the Chatham naval base was born.

Even a few years ago it would have seemed unthinkable to have a Royal Navy minus Chatham, but the economy axe is being wielded. Only a miracle can avoid closure.

At the time when finale is being written, it is appropriate that "The Chatham Dockyard Story" should be produced, and it is now available from John Hallowell (for Rochester Press).

The author, Philip MacDougall, explains his difficulty in covering five centuries of history on which several thousand record books are available, but he has concentrated on a "popular rather than an academic study" — and succeeded well. Social background, pay and working conditions figure prominently.

## Relaxed

Mr. MacDougall explains that in the early 1600s workmen would normally have a ten-hour day, "but the intensity of work was not great. Strict time schedules were rarely adhered to, with employees being able to set their own pace of work."

"The lower standards of living accepted at the time meant that employees felt less inclined to appear for work every day. All in all a relaxed atmosphere prevailed."

Pay was often in arrears, and in 1628 it was recorded that the men were so desperate that most resorted to theft from the naval yard as the only means of staying alive.

The harsh light of competitive industrial survival is now turned on the yards, who possess the skills and must also gain the leadership and will to win through.

## Trials and tribulations of the US Navy

IN SURVEYING the problems of the Royal Navy, it can be interesting (and even amusing) to take a sideways glance at others.

The "NAVAL REVIEW 1981," a chronicle of the United States Naval Institute proceedings, gives a month-by-month record of happenings for the previous 12 months. They include:

AUGUST 1: Nearly one-third of the new armed forces recruits were in the lowest acceptable mental group. The Navy and Marine Corps accounted for 18 and 26 per cent. of them, compared with previous

figures of about four per cent.

AUGUST 7: Of eight enlisted women charged with homosexual activity aboard the Norton Sound (AVM 1) two were found guilty and recommended for discharge, two were cleared, and the other four had the charges against them dropped.

AUGUST 21: The Navy ordered all alcoholic beverages, except wines used in religious services, removed from the Naval Supply System. Under the order, Navy doctors would no longer be able to draw whisky, brandy, or other alcoholic beverages for medical purposes.

AUGUST 26: Navy officials said the number of

unauthorised absentees climbed to its highest point since World War II, reaching 38,000 in 1979, representing 83.4 AWOL incidents per 1,000 enlisted personnel.

OCTOBER 14: The Navy started an experimental 30-hour week aboard 14 ships of Service Squadron 8 while the ships were in their home ports.

The Naval Review contains authoritative articles covering US Navy interests world-wide, including "over-extension in strategy," Third World navies, amphibious operations, and China's maritime enterprise. It can be obtained from Naval Institute Press, 2-6 Hampstead High Street, London NW3 1QQ.

## Why some sailors now find it hard to keep their heads above water.

Through injury a promising career as a seafarer, whether from the Royal Navy, the Merchant Navy or the Fishing Fleet, can come to an abrupt end.

Which is, of course, not only disastrous for the seaman, but also for his family.

How on earth are they supposed to keep their heads above water?

Happily there's the King George's Fund for Sailors.

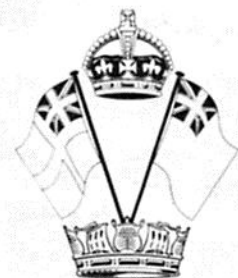
It's a specialist charity designed to support seafarers and their families in difficult times. And thanks to your help last year, we were able to give out over half a million pounds aid to those very people.

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Please give something. Their lives may depend on it.

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### KING GEORGE'S FUND FOR SAILORS



# From Whaley's kites to the jump-jet

EXTRAORDINARY experiments were taking place at the turn of the century from the Royal Navy's gunnery school at Whale Island, as watchers saw a man being sent up on a kite, hundreds of feet into the air.

Yet that soaring in the clouds laid the foundations for the Royal Navy gaining its "wings," and the events are recalled by Reginald Longstaff in his book *"The Fleet Air Arm — A Pictorial History,"* published by Robert Hale (price £9.95).

Although it is easy to quote such Admiralty conclusions as that "aeroplanes are of little practical use to the Royal Navy," the facts reveal that despite diehards there was a lively interest in new ideas, and an eagerness to try them out.

In proof of this, imagine an ex-cowboy in a ten-gallon hat, as flamboyant as Hollywood

fiction, marching up to the Admiralty in 1903 and suggesting sending up manned kites for reconnaissance and spotting.

Astonishingly, they listened. The ideal of Samuel Franklin Cody working in the gas-and-gaiters world of Whaley's brutal efficiency is beyond belief, but with such visionary officers as Prince Louis of Battenburg around, anything became possible.

## Balloons

At the same time as "Cody's kites" were exciting aviation interest in the Service, much thought and activity was being directed to ballooning.

It may come as a surprise to present-day matelots to learn that by 1918 the Airship Section of the Royal Naval Air Service had expanded to a total of 382 officers and 5,457 ratings, operating from 15 flying stations at home and abroad.

Although nearly 400 airships were built and flew two-and-a-half million miles, only 46 lives were lost. Several of the airships were in ships and destined to meet enemy aircraft against which they stood little chance.

## Not easy

It is not really surprising that the Admiralty should have had little enthusiasm for the early aircraft, which were basically powered kites of flimsy construction.

But their day did dawn, with such courageous pioneers as Lieut. C. R. Samson, who made the first British take-off from a warship.

However, the story of the Fleet Air Arm was not to be an



easy one, and Mr. Longstaff deals concisely with the frustrations and triumphs, leading to yet another "rebirth" with the advent of the Harrier.

He has made use of extensive illustrations, including some line drawings from the days of the early blimps.

A warship with its own air force. HMS Ark Royal leaves Valletta Harbour, Malta, for the last time in November 1978, with Gannets, Sea Kings, Phantoms, and Buccaneers ranged on the deck. One of the photographs in *"The Fleet Air Arm — A Pictorial History."*

## IN BRIEF

*"British Warships and Auxiliaries,"* by Mike Critchley, published by Maritime Books, Duloe, Liskeard, Cornwall (price £1.95 plus 35p post and packing). Admiral Sir Henry Leach, the First Sea Lord, in a foreword, says that "the aim of the Admiralty Board must be to keep as far as possible a balanced fleet with options open to shift the emphasis one way or another in response to changes of requirement."

*"The Royal New Zealand Navy,"* compiled by Michael Burgess, and published by Burgess Media Services (price £3.95). A softback, 128-page pictorial history produced to celebrate the 40th anniversary of the creation of the RNZN (though the story really goes back to the formation in 1913 of the New Zealand Division of the Royal Navy). Distributors of the book in the UK are Tops'l Books, 13 Wise's Firs, Sulhamstead, Berkshire.

*"Safe or Sorry,"* by Leo Madigan, a booklet on safety at sea produced by The Marine Society and addressed to junior seamen. It is priced at 60p and offers advice with a liberal sprinkling of cartoons.

*"Traditional Sail Review,"* a new quarterly

journal for sail enthusiasts, published by Anglian Yacht Services Ltd., 28 Spital Road, Maldon, Essex. The publication is full of pictures and information for the "old gaffer" breed.

*"The Bunkside Companion,"* an anthology by Robin Knox-Johnston and Ian Dear, published by Stanley Paul (price £6.95). With commendable modesty the co-editors have included only three of their own writings, but they have skilfully mingled the drama of life afloat with cartoons and humour. A volume to dip into.

*"Woe to the Unwary,"* by Roy Conyers Nesbit, published by William Kimber (price £8.95). A personal memoir of the Second World War, in which the author flew in Bristol Beauforts operating on low-level sorties to the French coast. He was one of the few to survive.

*"White Tie Tales,"* a collection of after-dinner stories by reporter John H. Morecroft, published by Bailey Brothers and Swinfen (price £1.35). It is a continual smile for anybody, and an invaluable source of material for all who have to "sing for their supper."

## Soviet power — the facts

CONSTANT reminders that the other fellow has a bigger fist than we have tend to become wearisome in their generalities. Who really knows about Russia's endless navy and innumerable tanks and missiles?

In fact, accepting a degree of guesswork, a great deal is known about the state of the Soviet Union and its armed forces. Whether the West has the will or the resources to keep pace, it must at least be kept aware of what is going on.

A nation must listen to its leaders, and its international leaders, but mostly to those believed to be worthy of trust and respect.

### 'CRITICAL'

One such man is Dr. Joseph Luns, who has been Secretary General of the North Atlantic Treaty Organisation since 1971, and who has contributed the foreword to *"East v West — The Balance of Military Power,"* a book which gives an illustrated assessment comparing the weapons and capabilities of NATO and the Warsaw Pact countries. It is published by Salamander (price £8.95).

The authors are a panel of four British/US defence specialists.

Dr. Luns praises their work as giving "facts, figures and details on one of the most critical topics of our time," and he calls particular attention to the development of a new generation of Soviet land-based theatre nuclear weapons, largely targeted on Europe.

### BUILD-UP

"Western publics," he urges, "should be made properly aware that Soviet deployment of these forces impinges upon NATO's strategy of flexible response and would, in the absence of remedial action by the Alliance, jeopardise the maintenance of deterrence across the full spectrum of the potential nuclear threat."

He discusses his concern over Russia's build-up of a powerful Navy, a development "which it is difficult to square with the notion that it is designed merely to defend legitimate security interests."

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for prospectus

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September 1982

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Details may be obtained from:

The County Education Officer,  
The Castle, Winchester, Hants  
SO23 8UG

(Ref. SS/SE/CL Mr. Cresswell  
Winchester 4411, Ext. 443)

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Places available in September 1982 for boys and girls aged 11-18 in Dorset's six well-established boarding schools. Fees currently range from £583 to £665 a term.

Parents interested should contact:

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Education Department,  
County Hall,  
Dorchester DT1 1XJ.  
(Telephone Dorchester 63131,  
Extension 4405).  
Please quote Ref. No. P5/B4.

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The School is set in beautiful grounds and provides opportunity for games, swimming and athletics. Girls with parents overseas welcome.

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R.N. Instructor Officer.

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FULL BOARDING FEES £450 per term  
430 Boys, aged 11-18, mainly boarders.  
90 in Sixth Form.

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Individual study bedrooms for most Sixth Formers. Wide range of out-of-school activities including heated swimming pool and new squash courts. New Boarding House open September, 1982.

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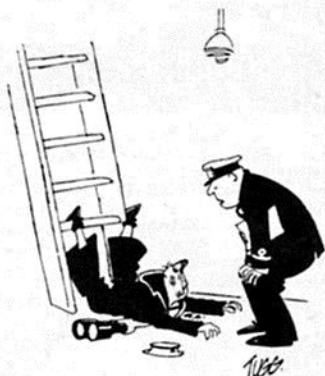
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Housemaster Mid. (STD 0730 81-) 2941



## HMS RALEIGH



'If they put something in the water to stop us thinking about women, I wonder how they manage with the Wrens!'



'Take more care of yourself, Parkins! Those binoculars are on my permanent loan!'

## WRENDEZVOUS



'I thought you'd done the small arms course!'

## LAUGH NAVY

## A NIGHTMARE AT SEA...

THROUGHOUT my naval career I suffered at times from smoke-laden atmosphere, and occasionally it was a nightmare at sea when the ventilation was shut down.

Without intending to be unkind, I have always felt that the smoker never gave any thought to the fact that his habit might cause extreme unpleasantness to some of his fellow men.

I welcome new thought being given to smoking aboard small warships — **Richard Smith** (lieut.-cdr., RN ret., master mariner, ret.), Bogliasco, Italy.

## Delightful

## □ ditty

IN CASE there are some shipmates of the 1st Flotilla still around they might recall how we remembered the ships' names: Daring Duncan with a Diamond Decoy got Diana the Dainty Duchess and much to her Delight there was no one about to Defender. — **G. E. Quinn**, Windsor, Berks.

A similar letter was received from **L. Clarke** (ex-CPO GI), Melton Mowbray, Leics. — **Editor**.

## Formidable

## □ achievement

NEWS of the impending closure of HM Dockyard Gibraltar (December issue) filled me with regret. Many a ship's company were glad of a few days' respite from bomb and torpedo during the war.

I could not help recalling my own experience there while serving as a petty officer in the aircraft carrier HMS Formidable.

The ship's main gear wheel broke — a massive 12ft. in diameter and weighing 45 tons. After weeks of waiting a replacement arrived by sea from Barrow-in-Furness, and it was duly installed, reflecting great credit on Gibraltar Dockyard staff and all the ship's company technicians on completion of a difficult repair. I often wonder if that old gear wheel still lies somewhere in Gibraltar Dockyard. — **F. Troughton** (lieut.-cdr., SCC, RNR), South Shields, Tyne and Wear.

## LETTERS EXTRA

## A happy home

THROUGH reading in your paper about our home, Mr. Burt Coburn of Portsmouth, a lonely widower, spent six happy months with us before his death at the age of 72. In gratitude he left most of his savings to the society to help them to help others like him.

As I have two vacancies, perhaps someone else who is lonely might like to know about us. — **F. W. Newman**, manager, British Sailors' Society's Armin House Retired Seafarers' Home, Bar Road, Falmouth TR11 4NN.

## Assistance to authors

**A. E. Lloyd**, 4 Mason Crescent, Penn, Wolverhampton, Staffs, researching piracy on the China coast, would like to hear from readers who took part in two incidents: ss Tungchow February 1935 (HMS Hermes and Delight involved), and ss Shuntien 1934 (HMS Eagle and Witch involved).

**Steinbjorn Mentzoni**, 8800 Sandnessjoen, North Norway, researching local war history, would like to contact personnel from HMS Implacable (especially pilots from 1771, 880 and 828 Squadrons) who were on board October / November 1944. A Fairey Firefly has been located in the sea, believed to have gone down on October 27 1944 while attacking a German submarine.

## From Crete to Silesia

MEMORIES came flooding back when I read (January issue) of the re-interment of the three "Royals" on the island of Crete.

Ex-Marine Frank Derry works for the same company as myself. He was taken prisoner in the same engagement and joined me in a punishing coal-mine in Silesia.

The Marines who survived faced many privations before they reached Germany and Poland — as did the matelots who survived other disasters.

Best wishes from Frank Derry and myself to any ex-prisoners of war who were with us. — **Dan Cunningham** (ex-sick bay tiffy), Warrington, Cheshire.

## Pensioner for 55 years

REFERENCE the letter (January issue) from George F. Draper on length of service, I joined HMS Northampton (sail and steam) as a boy on September 2, 1903, and was discharged to pension on November 2, 1926 aged 40 as a chief yeoman of signals.

I then served 20 years in the RN Shore Signal Service (non-pensionable). Now aged 95 I have been drawing my pension for 55 years. No records claimed, but Mr. Draper has got a long way to go. — **J. Grummett**, Wokingham, Berks.

**A. Seal** (ex-R.N.): Rowanarth, Coton Lane, Tamworth, Staffs B79 8EW, is trying to locate photographs of Devonport, Plymouth, and Loch Ewe taken during 1940-46.

**C. J. Mercer**, 35 Leasway, Stifford Clays, Grays, Essex RM16 2HH, has an 84-year-old friend who has always worn the old flannel shirts of the Navy. Does any reader know where such flannel can now be bought?

**T. H. Tilbury**, 33 Moody Road, Hill Head, Hants, seeing a tour of St Paul's Cathedral on television, wonders how the bell of HMS Valiant (in which he served) came to be placed near Lord Nelson's tomb.

**Capt. David F. Watts**, RNLO Ottawa, Naval Party 1010, BFPO Ships, London, wonders if any reader knows what happened to HMS Spurious, a double-decker bus which was used to represent an aircraft carrier's island at an East Scotland air base during the war. Lines were painted on the deck at the air base to depict arresters wires to train pilots in carrier landing.

**Mrs. Dorothy Anne Petrie**, 1 Antigua House, Hillside Road, Paulsgrove, Portsmouth PO6 4NL, would like to contact her father, Alan John Fraser Robertson, CPO or ex-CPO P930580J, who served in HMS Llandaff. He is a grandad now.

**A. Hawkes**, 93 Shelley House, Churchill Gardens, London SW1V 3JE, asks if any reader can help him to locate a copy of a book which gave the names of all Nore Command RN personnel either killed or presumed lost by enemy action during the Second World War.

**D. Blomeley**, 9 Coldstream Road, Walmley, Sutton Coldfield, West Midlands B76 8NW, having read a book "C/O G.P.O. London," by Rosemary Curtis-Willson, WRNS, published about 1949, asks if anyone knows what happened to the author. "Did she rejoin the WRNS, or just sink into oblivion like the rest of us?"

**Sam Evans**, 39 Victoria Street, Loughborough, Leics LE11 2EW, who has been appointed Royal British Legion Warden of the town's War Memorial Tower, would like to display alongside the names of First World War RN dead, ship crests, cap ribbons, or ship pictures. Ships mentioned are: Amphion, Sparrowhawk, Hawke, Pheasant, Good Hope, Hampshire, Bulwark, Kate and Queen Mary, as well as submarine E13, RN Division, Royal Marines, RMLI and RNVR.

**Second Officer A. C. Kempton**, of HMS Dryad, would be grateful to receive from ex-Wrens recollections of the birth and history of the RP Branch, together with documents and photographs. This would help ensure that the WRNS Radar Branch is represented in a display which HMS Dryad is planning on the history of the establishment and the development of the Navy's Radar Branch.

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## POINTS LEADERS

THE FOLLOWING table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

Intermediate (Int) indicates that men can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "basic dates" order. Dates shown against "Int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during December.

PO(EW)/RS(W) — Int (2.9.81), 2;

LS(EW)/LRO(W) — Dry, 9; PO(M) — Int

(17.11.81), 8; LS(M) — Int (27.7.81) 8; PO(R) — Int (11.3.81), 1; LS(R) — Int (15.9.81), 12; PO(S) — Int (25.6.81), 2; LS(S) — Int (21.5.81), 9; PO(D) — Int (8.7.81), Nil; LS(D) — Int (22.7.81), 2; PO(MW) — Int (20.5.80), Nil; LS(MW) — Int (18.6.80), Nil.

PO(SR) — Int (24.7.80), Nil; LS(SR) — Int (8.7.81), Nil; POPT — Int (9.10.79), Nil; RPO — 198, 3; RS — 137, 3; LRO(G) — Int (29.9.81), 6; CY — Int (11.9.79), Nil; LRO(T) — Int (16.6.81), 1; PO(S)(SM) — Dry, 2; LS(S)(SM) — Int (11.11.81), 1; PO(TS)(SM) — Int (19.3.81), 1; LS(TS)(SM) — Int (12.5.81), 2; RS(SM) — \*144, Nil; LRO(SM) — Dry, Nil; PO(UW)(SM) — Int (3.8.81), Nil.

POEM(M) — Int (2.10.81), 3; LMEM(M) — Int (31.7.80), 5; POEM(L) — Int (28.10.81), 2; LMEM(L) — Int (7.7.80), Nil; POWEM(O) — Dry, 3; LWEM(O) — Dry, 9; POWEM(R) — Dry, 13; LWEM(R) — Int (17.11.81), 29; POEM(M)(SM) — Int (20.11.80), Nil; LMEM(M)(SM) — Int (7.1.81), Nil; POEM(L)(SM) — Dry, Nil; LMEM(L)(SM) — Int (19.10.81), Nil; POWEM(O)(SM) — Dry, 5; LWEM(O)(SM) — Int (22.10.81), 12; POWEM(R)(SM) — Dry, Nil; LWEM(R)(SM) — Int (15.9.81), 1; POWTR — Int (30.9.80), Nil; LWTR — Int (13.8.81), 3; POSA — 238, 4; LSA — Int (21.11.79), 6; POCA — Nil; (8.12.80), Nil; LCA — Int (3.12.80), Nil; POSTD — 594, 4; LCK — Int (24.10.79), 11; POSTD — 370, Nil; LSTD — Int (19.7.79), 3; POMA — Int (12.2.80), 1; LMA — 104, 9.

POAEM(M) — Int (6.2.80), 6; LAEM(M) — Int (30.11.79), 13; POAEM(WL) — Int (6.1.81), 1; LAEM(WL) — Int (28.6.79), 11; POAEM(R) — Int (27.2.81), 5; LAEM(R) — Int (23.11.79), 11; PO(AH) — Int (29.3.80), Nil; LA(AH) — Int (15.11.79), 1; POA(SE) — 590, Nil; LA(SE) — Int (28.3.80), Nil; POA(PH) — 311, 1; POA(MET) — 423, Nil; POACMN — Int (20.3.80), 1.

POWREN AEM(M) — Int (14.11.80), Nil; LWREN AEM(M) — 84, Nil; LWREN AEM(WL) — Dry, Nil; LWREN(R) — Dry, Nil; POWREN CK — Int (22.7.80), Nil; LWREN CK — Int (22.7.80), Nil; LWREN TEL — Int

(19.6.79), 2; POWREN DSA — Int (25.5.81), Nil; LWREN DSA — Int (21.12.78), Nil; POWREN MET — 529, Nil; LWREN MET — 108, 1; POWREN PHOT — 393, Nil; LWREN PHOT — Int (2.10.79), Nil; POWREN (R) — 112, Nil; LWREN (R) — 142, Nil; POWREN RS — Int (25.3.80), Nil; LWREN RO — 91, 1.

POWREN STD O — Int (26.1.81), Nil; LWREN STD O — Int (14.8.79), Nil; POWREN SA — Int (26.11.79), Nil; LWREN SA — Int (4.10.79), 1; POWREN TSA — Int (18.12.80), Nil; LWREN TSA — 151, Nil; POWREN WA — Int (17.7.80), Nil; LWREN WA — 115, Nil.

POWREN WTR G — Int (30.9.80), 2; LWREN WTR G — Int (2.10.79), 9; POWREN WTR P — Int (12.3.80), 1; LWREN WTR P — Int (2.10.79), 1; LWREN WTR S — Dry, Nil; POWREN D HYG — 59, Nil; POWREN REG — Int (3.3.81), Nil; POWREN PT — Int (14.10.80), Nil.

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22.

POWREN QA — Int (24.7.81), Nil; POWREN EDUC — Int (24.10.81), 2; POWREN MT — Int (1.8.80), Nil; LWREN MT — 87, Nil; POWREN TEL — Int (4.5.81), 2.

The total points of the Top Eligible Rating do not include those awarded November 30. These are not reflected in the total points until February 1, 1982.

A number of ratings have become qualified for advancement on August 1, 1981 as a result of gaining their second "Now" recommendation on May 31 1981. Because some of these men have been on the advancement roster for a number of years, if they were now quoted as the top eligible rating it would give a false impression of the true length of the roster.

Rosters marked with an asterisk have one or two of these men at the top, but the points/basic date shown are those which give a true guide to the average points/waiting time.

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## OBITUARY

Shipmate Jim Lawrie, Hartlepool, aged 97.  
Shipmate George Busby, Hartlepool.

Shipmate Frank O'Donovan, vice-chairman, Hartlepool.

Shipmate Gordon Alan Wragg, chairman and founder member, King's Lynn, aged 48.  
Shipmate Andrew Pertsell Webster, founder member, King's Lynn, aged 69.

Shipmate Frederick Douglas Child, founder member, King's Lynn, aged 61.

Shipmate Frank Woodhouse, Oldham, Oct. 22, aged 58.

Shipmate Frank Hurdle, Farnham, Nov. 26, aged 85.

Shipmate Tony Lee, Manchester, aged 57.

Shipmate Keith Smith, Leicester, Dec. 16.

Shipmate Lenny Turner, Skegness, Dec. 20, aged 84.

Shipmate Frank Whitbread, Birmingham (Sheldon), aged 73.

Shipmate Cyril Brightman, Poole.

Shipmate Cdr. David Ramsay RN (retd.), president, Princes Risborough, Jan. 10.

Shipmate Thomas Shinks, secretary, Liverpool, Dec. 8, aged 57.

Shipmate H. G. Undey, Southend, Dec. 20, aged 89.

Shipmate Sam Goldsmith, Dartford, Dec. 24, aged 56.

Shipmate Bill Thompson, founder-life member and ex-chairman Dartford Jan. 4, aged 77.

Shipmate Cyril C. Braithwaite, Cleethorpes, Jan. 8, aged 59.

Shipmate George Edwards, Birmingham Central, January 13.

Shipmate Gordon Gunstone, vice-president Sittingbourne, December 27, aged 55.

# Reunited — after 70 years!

IT WAS a case of — "long time no see," when Shipmate George Skitt, chairman of Chichester branch, encountered Shipmate Allen, oldest member of Christchurch branch, when both attended the dedication service of Christchurch standard.

Not having met for 70 years, they could have passed each other by but for the 1914 Star Shipmate Allen was wearing, which caught the eye of Shipmate Skitt.

Remarking on the medal, Shipmate Skitt soon discovered, he was talking to an old ship-

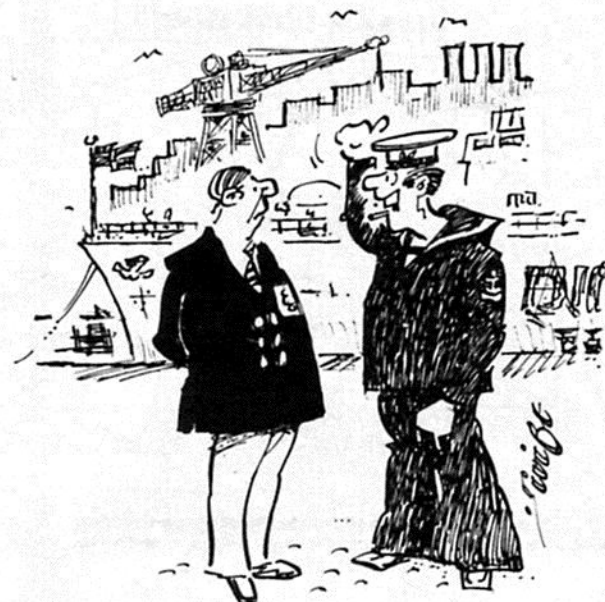
mate. In 1911 both had served on board the training ship, HMS Impregnable at Plymouth.

For the two old shipmates it was a moving and enjoyable reunion, with much to talk about and many memories to share of their naval days.

After service in the Navy, Shipmate Skitt went into the Royal Corps of Signals, leaving

in 1946 after 36½ years' continuous service in the Armed Forces.

He is now anxious to trace any other former Impregnables to arrange a get-together. Letters should go to him c/o The Secretary, Chichester Royal Naval Association, 76, Whiteways, North Bersted, Bognor Regis, West Sussex.



'No mate, we don't carry Marines — we make the blighters work!'

## OTHER REUNIONS ...

HMS Mermaid reunion will take place on July 10, in the WOs' and CPOs' Mess, HMS Nelson, where there's a welcome for members of the same Escort Group — Black Swan, Pelican, Peacock, and Magpie. For details contact Mr. J. Anderson, 123 Ingleborough Drive, Sprotbrough, Doncaster, S. Yorks DN5 7AB, telephone 9302-784946.

HMS Burnham Association second reunion dinner-dance will take place on April 17. A welcome is extended to ex-crew members of those other ex-USS, four-funnel destroyers on loan to the RN during the Second World War. For details contact Mr. George Gray, 158 Collier Row Lane, Romford, Essex RM 3EA, telephone Romford 45905.

Royal Naval Patrol Service (National) Association, Isle of Man branch, are holding their reunion at the Villiers Hotel, Douglas, Isle of Man, Saturday, May 29, and May 30, where they will join forces with RNA

branches (No. 11 Area) for a parade and wreath-laying ceremony at the War Memorial. Those interested contact Shipmate James Gribbin, 17 Barrule Road, Douglas, Isle of Man, telephone 0624-27278. Tickets for dinner-dance £6.50.

The first reunion of members of the destroyer HMS Bicester (L34) will be held in Bicester, nr. Oxford on June 5 and 6, marking the 40th anniversary of the first commissioning. For details write to Mr. Ben Iles, 27 Inhurst Way, Tadley, nr. Basingstoke, Hants. RG26 6DF.

The tenth reunion of HMS Howe officers (1944-45) will be held at the Naval Club, 38 Hill Street, London W1 on April 23. For details contact Mr. P. H. Stokes, 9 Redbrook Way, Adlington, Macclesfield, Cheshire, SK10 4NF.

Survivors of HM ships Hermes, Dorsetshire and Cornwall living in South Africa are holding a reunion in Cape Town in early April. Details from

Ivor G. Midlane, PO Box 15, Voelklip 7203, South Africa, ex-telegraphist, HMS Cornwall.

HMS Sandwich (1941-45) reunion will take place on May 15 at the WOs' and CPOs' Mess, HMS Nelson. For details contact Mr. Lofty Marsh, 16 Hollowmade, Canterbury, telephone 52864 (pm) or Mr. Poney Moore, 42 Lamerock Road, Northover, Downham, Bromley, Kent, telephone 01-6982 444.

Telegraphist Air Gunners Association are holding a buffet supper at the Victory Services Club, 63/79 Seymour Street, London on March 13. Tickets £5 each available from Mr. Jim Rooke, 41 Lakeside Road, Palmers Green, London N13 4PS.

Over 200 senior rates attended the first reunion of the fourth HMS Ark Royal held at HMS Drake. Those who wish their names included on the invitation list for the next reunion, contact Ark Senior Rates Reunion Committee, HMS Drake.

HMS Savage 1942-1945 ex-crew members and officers interested in a reunion contact Mr. G. Hooton, 9 King Street, Earls Barton, Northants. NN6 6LO, telephone Northampton 811656 (pm only).

Former members of the Twelfth Submarine Flotilla and HM ships Aleo, Bonaventure and Titania 1942-45 interested in a reunion contact Lieut.-Cdr. Philip Ratcliffe, RNR, 5 Stoneleigh Close, East Grinstead, West Sussex RH19 3DY, telephone 0342-27340.

Royal Naval Patrol Service Association (Scarborough), fourth reunion dinner-dance will be held at the Clifton Hotel, Scarborough on March 12. Tickets at £6.50 each available from the secretary, Shipmate Ron Wood, 64 Franklin Street, Scarborough, telephone 71465.

The Netherlands Submarine Service invite those who served with them during the Second World War to attend the celebration and reunion to

mark their 75th anniversary on May 28, in Den Helder. For details, contact Commandant Onderzeedienst, Gebouw Waalhaven, Nieuwe Haven 1780 CA Den Helder, Netherlands.

Old Caledonian Association reunion dinner for ex-apprentices who served there before December 1943 and staff members (1937-43) will take place at HMS Caledonia on April 10. For details contact (before March 10), the reunion secretary, HMS Caledonia, Rosyth, Fife KY11 2HX or Lieut.-Cdr A. F. Walton, Rosyth Dockyard ext. 3570.

A Portsmouth area reunion dinner for retired and Service senior rate stewards is planned for June. Those interested write to: POSTD G. C. Cowell, c/o Wardroom, HMS Dryad, Southwick, Hants DL17 6EJ.

Members of 157 class HMS St Vincent 1937 contact ex-PO David Welsh, Plough House, Orchard Road, Fiskerton, Lincoln LN3 4EX, telephone 0522-750102.

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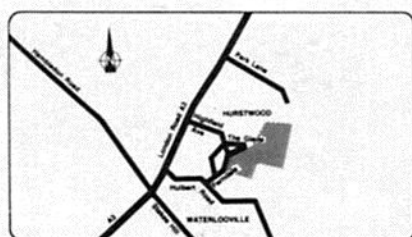
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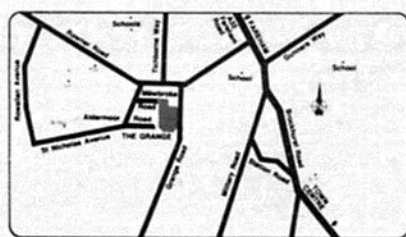
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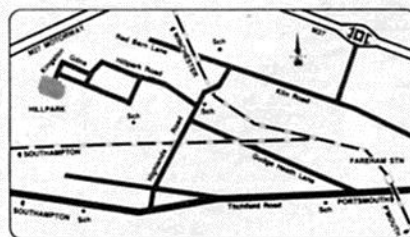
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# Girls help raise a pretty penny

IF THERE WERE an Oscar for fund-raisers, shipmates of Gosport would stand a good chance of winning it, having raised £1,700 for charity in eight months.

The cash has provided two "phone ears" costing £750 each for two five-year-old local girls and helped buy equipment for the children's ward of the Royal Naval Hospital, Haslar, and Rowner children's centre.

Greatly aiding the fund-raising effort were six pretty RNA charity girls who put on a show in naval messes and other centres.

The girls, aged 17 to 19, daughters of ex-Navy men, directed by Mrs. Eileen Heaton, were a big hit, their smart appearance and choreographic presentation enhancing the image of the RNA.

Stafford made sure celebrations to mark their tenth anniversary went with a swing by appointing a decade committee to plan activities, including parties for disabled, senior citizens and children.

## Victory

For members there were coach trips, a decade dance and a week-end visit to Portsmouth with tours of HMS Victory and other attractions. They were warmly welcomed by Portsmouth shipmates and by the WOs' and CPOs' Mess, HMS Nelson, and send their thanks to all who made the decade celebrations such a success. Special thanks go to Shipmate Jim Nixon, who chaired the decade committee.

Though Birmingham (Sheldon) are only two years old, they already have an encouraging membership of 40. They were pleased with the success of their Trafalgar Night dance, held at their headquarters, the Royal British Legion Club.

When the city of Derby twinned with Osnabruck in Germany, links were established between shipmates of

Derby branch and the Deutsch Marineverein Bund. Shipmate Jim Wheatley paid his 'oppos' a visit recently, cycling 300 miles to greet them. His efforts raised money for a home for retarded children at Sutthausen and £100 for the Mayor of Derby's Appeal.

## 'Up Spirits'

There was a muster of all hands at a social held by Stratford-upon-Avon, when "Up Spirits" was piped by the oldest member, Shipmate Tom Arthur, aged 81.

Steven Childs, a spina bifida victim, will remember December 20, when with his parents he attended a ceremony at Sidcup to receive a hobby cart presented by a shipmate who wishes to remain anonymous. Shipmate Ted Cooke, the branch standard bearer, also did his best for Poppy Day appeal — raising £200 by marching around Sidcup Place.

Comradeship and unity were the keywords at Guildford dinner dance presided over by Shipmate Doug Goodenough (chairman) with Shipmate Kay Warrington, secretary No 3 Area, as guest of honour.

## 'Sod-busting'

Shipmates of Newton Aycliffe were not short of an excuse for a party when the first sod of the development of their new club was cut. They held a 'sod-busting' ceremony, which, it seems, left some members under the weather next day.

The New Masons Arms, Doncaster Road, Mexborough, is the gathering place every Friday for shipmates of the branch who also hold their branch meeting there on the last Friday of the month.

Shipmate Allison of Northfield, back from a visit to Malta,



● A man obviously in his element is entertainer Shep Woolley, who presented a cheque on behalf of Gosport branch to Staff Nurse Julie Barnes of the Royal Naval Hospital, Haslar. Surrounding them are the RNA Charity Girls — from left, standing, Debbie Reynolds, Andrea Grant, Judith Horne and Jacqui Irwin; and, kneeling, Sharon Bramley and Kay Grant. Picture: Ivan J. Saunders.

brings cheerful news of the newly re-formed Malta branch which now boasts 340 members. He joined Maltese shipmates for their service of remembrance and laid an anchor wreath provided by RNA Headquarters at the memorial in Kalkara cemetery where sailors of Malta and Britain are buried.

Shipmates of Telford held a service of remembrance and a parade in conjunction with TS Wrekin. A wreath was laid on behalf of the branch by Shipmate Lieut.-Cdr. Dennis Mottram, the branch chairman.

On a lighter note, over 200 attended Cannock Chase Trafalgar Night dance and 100 attended Wolverhampton annual dinner-dance at Compton Park. "The Fo'c'sle," home of Harrogate and District branch, was a hive of activity when shipmates held a wine and cheese evening in honour of the branch's two Honorary Commodores — Cdr. Paul Had-docks, commanding officer of the town's adopted warship

HMS Cleopatra, and Lieut.-Cdr. John Thurland, new commanding officer of HMS Forest Moor.

Hinckley branch will be drawing names on March 21 for an HMS Kelly Memorial Plate and a 40-year-old sealed tin of

"tickler" (cigarette tobacco), the proceeds to go to Headquarters. Those interested should send 50p plus name and address to the Secretary, Hinkley RNA, 47 Forryan Road, Burbage, Leics LE10 2PT.

Stockton-on-Tees charity night raised £100 for the Star and Garter Home, which was followed by a Rum and Quiz night organised by Redcar, and well supported by members. Stockton won the quiz and a return match is now on the cards.

A thank you to Birmingham East is voiced by shipmates of Leicester for a most enjoyable visit.

At the commissioning of Dursley's newly-formed branch, presided over by area president Shipmate Tom Davis, the following members were elected officers: Shipmates J. Davies (president), R. Lidgett (chairman), J. Hogg (vice-chairman), E. Mason (secretary), D. Smart (treasurer).

## CALLING OLD SHIPMATES

Mr. Donald Robertson, 33 West Park Street, Huntly, Aberdeenshire AB5 5DY, ex-LCK, HMS Indefatigable, would be pleased to hear from any of his former shipmates.

Mr. K. Jayes, ex-PO diver, 5 Elm Farm Road, Wolverhampton, West Midlands, would welcome news of AB Spike Hughes or any of the divers who served in the Special Fleet Salvage team under Capt. Doust in 1944, when the floating dock was raised in Trincomalee, Ceylon.

Mr. George H. King, 37 Coldharbour Lane, Kemsley, Sittingbourne, Kent, is anxious to contact anyone who served in HMS Lancaster 1918-19, Pacific Station, or HMS Magnolia, first commission, China Station 1920-22.

Mr. H. Woodward, 18 Addison Crescent, Upper Stratton, Swindon, Wilts SN2 6JX, would like to hear from anyone who knew his father, former stoker first class H. J. Woodward, 1913-28, who served in HM ships Vivid II, Theseus, Tiger, Campbell,

Woolwich, Columbine, Eagle, Briton, Resolution and Greenwich and would welcome photographs.

Mr. K. Holder, 19 Pile Crescent, Leckhampton, Cheltenham, telephone Cheltenham 28078, would welcome news of shipmates of HMS Braganza (1943-46), and those who served in HMS Birmingham.

Mrs. J. Watkins, 12 Avon Meadow, Downton, Salisbury, Wilts. SP5 3LA, asks on behalf of her father — AB W. D. Bonas who served in HMS New Zealand — if any of his former shipmates from the First World War, remember him.

Mr. D. P. (Shiner) Wright, 76 Quebec Drive, Kesgrave, Ipswich, Suffolk, ex-AB, who served in HMS Wheatland during the Second World War, would welcome news of former shipmates.

Mr. Harold F. Filer, 11 Bonhill, The Main Road, Bishop Sutton, near Bristol, Avon, ex-LSTD, would welcome news of former shipmates of HM ships Victory, Ceres, Battleaxe, Girdleness, Lagos, Falmouth, Heron, Ark Royal,

Centaur (1953-65), particularly Mr. Colin Fry, last known address, Wotton-under-Edge.

Mr. T. Carter, vice-president, North Ormesby Institute, Ormesby Road, Park End Estate, Middlesbrough, Teeside, telephone 33732, survivor of HMS Quorn, which was sunk off Normandy in August 1944, wants to trace shipmates Edward Connolly and Reginald Butler, last known address London.

Mr. D. R. (Pony) Moore, ex-PO Tel, 84 Sutton Avenue, St Johns, Woking, Surrey, is anxious to get in touch with Ted Earl, ex-CPO Tel HMS Glasgow (1945-47), and shipmates of HMS Saltash (Aug. 1939 to 1942).

Mr. T. H. Harwood, 31 Walcot Road, Market Harborough, Leicestershire, asks shipmates of 1927-39 for any photographs they may have of battleships such as HM ships Prince of Wales, Royal Oak or Warspite to add to a private collection.

Mr. D. H. Merville, 8 Torbay Crescent, Bestwood Estate, Nottingham, survivor of HMS Hermes, sunk off Ceylon in April 1942, would like to know if any reunion of survivors is planned or any service to mark the 40th anniversary of the sinking of the aircraft carrier.

Members of the ships' companies of old HMS Cattistocks are invited to contact the commanding officer of the present ship with a view to attendance at her commissioning scheduled for late summer. Write to Lieut.-Cdr. P. J. Gale, The Commanding Officer, HMS Cattistock, Vesper Thornycroft Shipyard, Woolston, Southampton, Hants.

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# Culdrose helos rescue 59 in a year

SEARCH and rescue helicopters from RN air station Culdrose, Cornwall, flew a total of 114 missions during 1981, recovering 59 persons alive.

The disaster involving the Penlee lifeboat and the Union Star on the night of December 19 sadly added substantially to Culdrose's statistics for the year.

Other figures logged at Culdrose for the 12 months include 13 bodies taken from the water; 25 missing, presumed dead; eight long-range sorties; and two occasions on which assistance was given to mine disposal teams.

Seventeen people were rescued from cliffs and help was given to six skin divers and two people cut off by the tide.

Only 16 scrambles were initiated in which the aircraft was not needed because other services had already carried out the rescue by the time of arrival.



An Active arrival for Santa Claus (CWEM Vickers) as he waves from the ship's Wasp helicopter during a hot Christmas in the Gulf.

# Active and Sheffield take a break in Mombasa

AFTER CHRISTMAS in Muscat and New Year on Gulf patrol, HM ships Active and Sheffield and RFA Blue Rover headed south for a maintenance period in Mombasa starting in mid-January.

During their informal visit to Muscat, the ships' companies were able to enjoy a short festive break in a homely atmosphere, thanks to the generous hospitality of the British families living in the area.

Those who had to remain on board on Christmas Day were not forgotten — the Active Petty Officers' Mess, for example, served a traditional lunch of turkey, gammon, Brussels sprouts and roast potatoes followed by large helpings of Christmas pudding.

## GULF REPORT

Having entered Muscat in Procedure Alpha and fired a 21-gun national salute on arrival, the task unit sailed again on December 27 to complete another period patrolling the Gulf before heading for Mombasa.

## NAVY NEWS IN BRIEF

KING George's Fund for Sailors distributed three quarters of a million pounds in grants to more than 100 nautical charities in 1981, compared with £625,000 the previous year.

The concert by the Massed Bands of the Royal Marines at the Royal Albert Hall in October raised £7,800 for the fund, while the Remembrance Sunday broadcast on the fund's behalf by Dame Naomi James resulted in £6,500.

Four Army personnel from the Armoured Trials Development Unit, Bovington, spent a day at sea in HM submarine Onslaught when she sailed from HMS Dolphin on January 13. The trip was arranged last year

when submariners spent a day at Bovington.

A dinner to mark completion of HMS Norfolk's Royal Navy service was hosted on board by the commanding officer, Capt. B. W. Turner. It was attended by previous commanding officers of the ship, including Vice-Admiral John Cox, Rear-Admiral J. W. D. Cook, Rear-Admiral M. La T. Wemyss, Rear-Admiral A. J. Whetstone, and Capt. A. D. Hutton, R. G. Sharpe, I. R. Bowden and W. R. Canning.

Serving and ex-serving WRNS living in south-east Cornwall who would like to join

the newly-formed Caradon District WRNS Association should contact Sue Waldron, Pathways, 61 Woodland Way, Torpoint, Cornwall PL11 2DW, telephone Plymouth 813852.

Memorial tablets in memory of officers and men who died in HMS Hood and HMS Delight will be dedicated at HM Naval Base, Portland, on April 25. A memorial seat in memory of those who died in the Hood will also be dedicated in the Nothe Gardens, Weymouth.

Those wishing to attend should contact Mr. Fred White, HMS Hood Association, 17 St Mary Street, Weymouth DT4 8PB.

Members of the British Limbless Ex-Servicemen's Association were treated to a week on the Royal Navy's recreational narrowboat, the Andrew. The 50ft. boat has been provided by grants from the Nuffield Trust, the Fleet Amenities Fund and the Sailors Fund, and is designed for inland waterway exped. by Naval Home Command personnel.

Top club in the Naval Canteen Service is the New Galaxy Club at HMS Warrior. The Club of the Year presentation was made by the Naval Director of Naafi, Capt. M. A. Oliver.

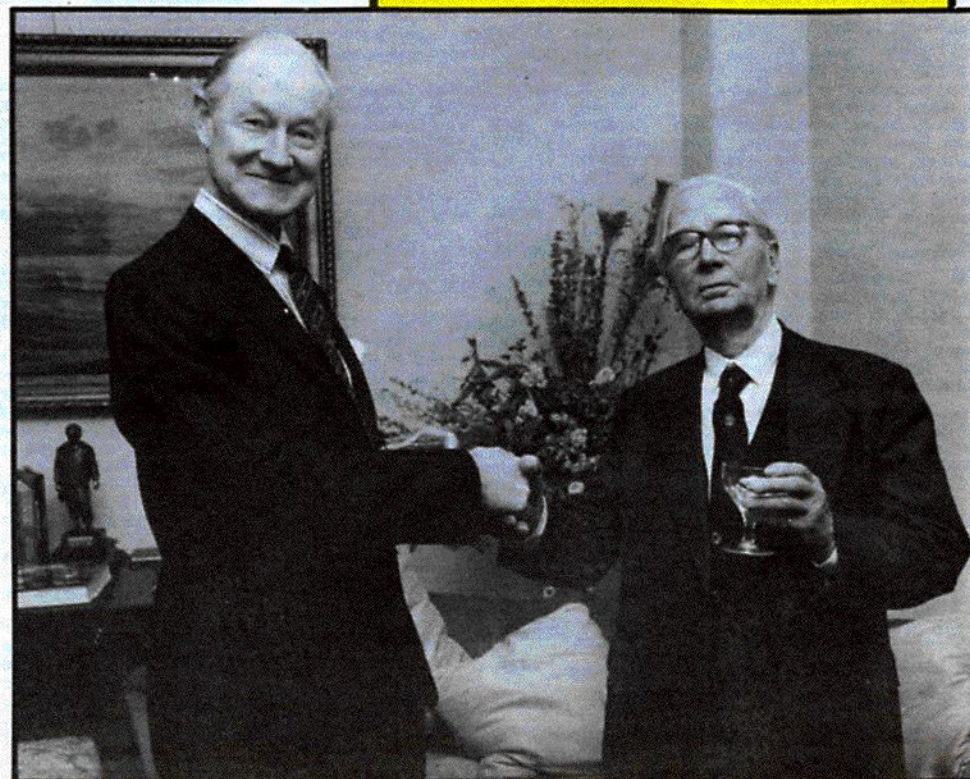
Armed Forces Minister Mr. Jerry Wiggins visited the Royal Marines Commando Training Centre, Lympstone, Devon. He was also shown training areas where he saw recruits on an endurance course and on exercise.

# Happy returns!

WHEN former Admiralty Board Secretary Sir John Lang was invited to lunch with the present members of the Board on January 7 it was his second birthday tribute from the Royal Navy within a few weeks.

On his 85th birthday on December 20, Sir John (right) was given a cake baked at HMS Pembroke, the bakery which produced the Royal Wedding cake.

Sir John was Secretary and Member of the Board from 1947 to 1961, the year in which his luncheon host, the First Sea Lord, Admiral Sir Henry Leach (left), was promoted captain. As holder of the office Sir John was 30th in line from the great diarist, Samuel Pepys.



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# New boats strengthen Navy sailing skills



## One-up for the Lasers

A NEW CLASS of dinghies has been introduced into the Royal Navy in an effort to improve sailing standards and develop the skills of naval helmsmen.

The boat is the Laser 2, a two-man version of the popular Laser single-hander. Eight have so far been bought for the Navy, and it is hoped to obtain more if and when funds become available.

The eight already in service were paid for with the help of grants from the Royal Naval Sailing Association and the Nuffield Trust, which each gave £6,443. The RNSA grant included £1,398 from the Samuel Woodcock Memorial Trust, the price of one Laser 2 and its ancillary equipment.

### Sophisticated

Controlled by the RNSA, the new boats will operate in parallel with the Navy's traditional dinghy, the Bosun, which will continue to provide the backbone of sail training in the Service.

But the more sophisticated Laser 2, with its trapeze and spinnaker, will be expected to foster and develop skills and advanced techniques in naval helmsmen.

Since their delivery in September, the Lasers have been available on a charter basis to RNSA members and naval personnel in the Portsmouth area.

In addition to the Portsmouth-based Lasers, there are three at Devonport and one at Chatham.

Cost of hiring the boats is £15

for a winter season, £25 for the summer. Their use will be free in representative events, and will cost £1 a race for events specified by the RNSA to take

place within Portsmouth Command.

Prospective helmsmen must be qualified RNSA members or serving personnel with an ad-

vance RYA dayboat certificate or proven ability. More information can be obtained from the Laser 2 secretary, Sub-Lieut. Rick Hanslip (telephone HMS Collingwood ext. 470) or the RN sailing coach, FCPO Tony Belben (HMS Nelson ext. 23959).

### Winners

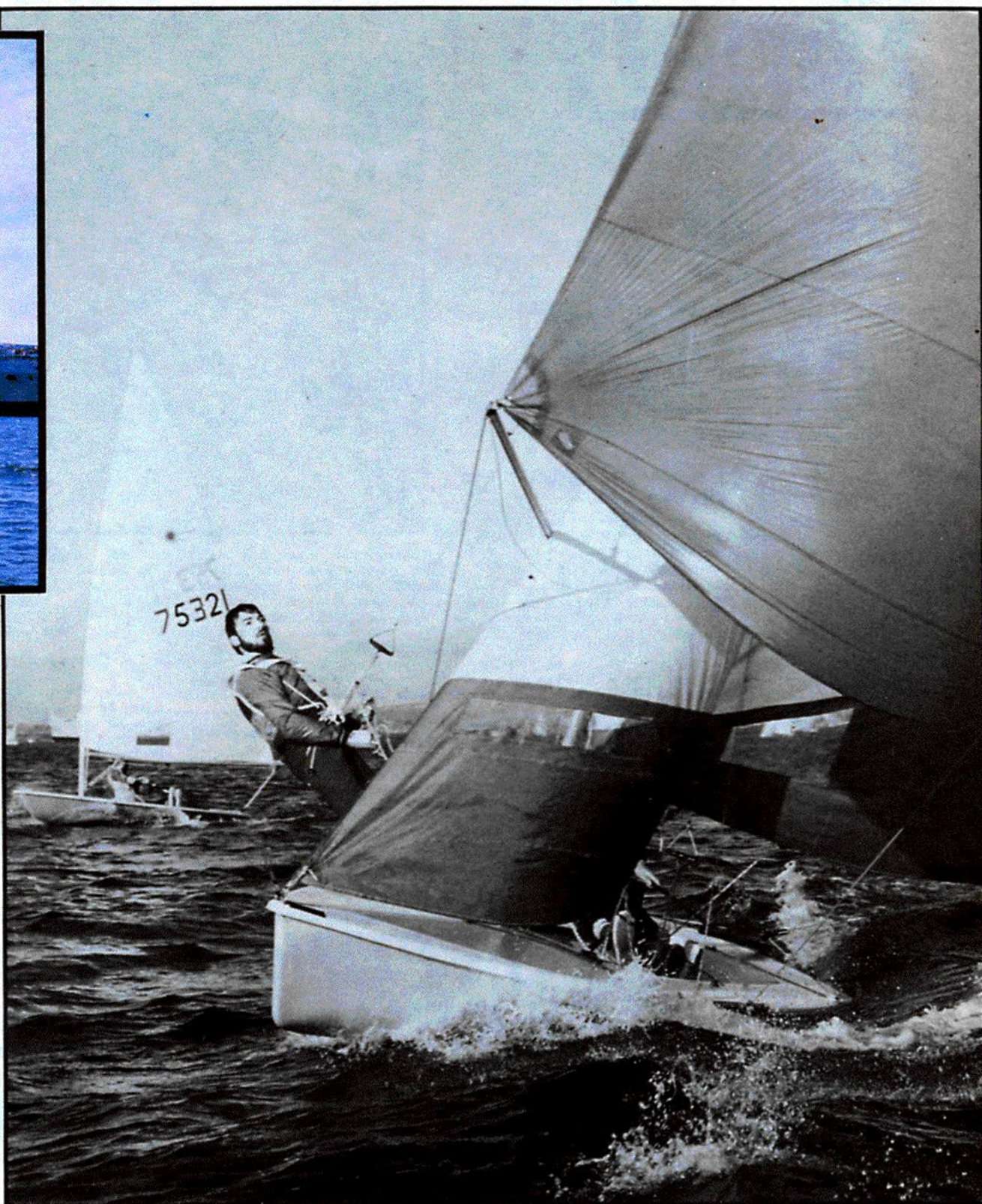
Already the boats have been put to effective use in competition. Lieut. Richard Spalding and Sub-Lieut. Rick Hanslip (both from HMS Collingwood), were first and second in Portsmouth Sailing Club's winter Frostbite Series, and Hanslip and POWEM Dave Davidson (also Collingwood) won the class's final open meeting of 1981 at Farmoor Reservoir.

Spalding also won the last race of the national championships at Datchet Water, finishing eighth overall.

### Holt Cup

Hanslip and Spalding also led a Navy side which comfortably defeated a good Reading University team in a two-race match in the upper reaches of Portsmouth Harbour in December.

Racing starts in earnest in March, and the Laser 2 fleet will be in action at the Holt Cup Inter-Command meeting in Portsmouth, the Inter-Service dinghy championships at Portland, and the James Cup individual races in Portsmouth Harbour.



Studies of the new boat which has been introduced to boost advanced techniques in helmsmanship. In both pictures, POWEM(O) Dave Davidson crews for Laser 2 secretary Sub-Lieut. Rick Hanslip



The daring young man on the sailing trapeze ... Sub-Lieut. Alan Pearce crews for Lieut. Graham Saxby.

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**HELPING HANDS**

# Timely help for Bill

IN KEEPING with tradition, there were treats and gifts galore for old and young over the Christmas season.

One such gift, treasured by Mr. Bill Rumbold, a disabled naval pensioner living near Alnwick in Northumberland, is a transmitting alarm watch and receiver. It was presented to him by the ship's company of HMS *Lindisfarne*, whose adopted town is Alnwick.

The timepiece provides a new freedom for Mr and Mrs Rumbold.

As the receiver can be left in any part of the house, or with a neighbour, the couple no longer have to remain within earshot of each other.

Members of the ship's company of HMS *Bulldog*, raised £130 to provide seasonal gifts which they delivered to children of East Court Home, Ramsgate.

The commissioning cake of HMS *Hermes* (one hundredweight), was the giant gift presented to the 42nd

Portsmouth Handicapped Guide Unit, who in the spirit of the season, shared it with other children's homes in the area.

Cooks of HMS *Excellent* provided some practical good cheer by preparing and cooking Christmas dinner for disabled people of Corben Lodge and for children of Waterside School, Tipner, Portsmouth.

Carol singing was the choice of members of the Naval Stores, who raised over £100 to provide gifts for handicapped children, while the Wrens of Naval Weapons Trials organised a party for senior citizens.

## Royals' feast

Turkey, Christmas pud and a cake baked by Royal Marines chefs, were relished at a party for 250 senior citizens given by the Royal Marines of Stonehouse Barracks, Plymouth. The Royals paid for the feast out of their own pockets.

Christmas puddings made on board HMS *Norfolk* brought some added cheer to residents of the East Carlton Cheshire Home in Norfolk, which has a special link with the ship.



## VIVE LA WRENS!

THESE Wrens gave a leg up to HMS *Drake's* charity pantomime "Jack and the Beanstalk" when they appeared as French can-can dancers.

In the audience was the Flag Officer Plymouth, Vice-Admiral Simon Casselle, and the medical officer in command at RN Hospital Stonehouse, Surg. Capt. Jim Cox.

Capt. Cox is also president of the West Devon Sports Association for the Disabled, which received the show's profits of £550. Director and producer was the senior instructor officer at *Drake*, Lieut.-Cdr. Ken Newell.

## Tristan wheels in the cash

MIDSHIPMAN Tristan Howitt left HMS *Hecate* in style. He cycled from the ship at Nantes, France, to Roscoff and on to Plymouth, raising £280 for the Princess Margaret School in Taunton.

Over the last 12 months the ship's company has raised more than £1,000 for the school, which is

run by Dr Barnardo's for 80 physically or mentally handicapped children.

After her visit to Nantes, the *Hecate* called at Ponta Delgada in the Azores, Gibraltar and Tangiers before returning to Gib. for Christmas and the New Year.

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£116,300

is the total of the Royal Navy's charity efforts reported in Navy News's Helping Hands pages during 1981.

£19,300

is the total value of the Navy's good works which have been reported in these pages so far this year.

# The key to a better way of life

THE QUALITY of life for parents of handicapped children in the Yeovil area has improved since the keys of a brand new vehicle were handed over to Yeovil Opportunity Group.



## Third year of the dog . . .

THREE guide dogs provided by HMS Antrim in as many years has brought the ship her hat-trick trophy from the Guide Dogs for the Blind Association.

AB(M) Kevin Rowe (left) and S(M) Bryan Lynas display the latest trophy — and an example of the real thing, accompanied to the ship by the Association's manager for the South-East, Mr. Eric Hayes.

Mr. Hayes collected a cheque for £800 from the Antrim's commanding officer, Capt. B. G. Young. The money had been raised by the ship's company during a series of events, including a Rubik's Cube competition and a sponsored swim.

Meanwhile the Wrens of Clyde Division RNR (HMS

Graham) were presenting £1,000 to the Guide Dog Association as their contribution to the International Year of Disabled People.

During Captain's Divisions at the base, the cheque was handed over to Mr. Alec Duguid of the association, who is himself blind. He was accompanied by his guide dog Lysa.

The money was raised by events including sponsored cycle rides, roller discos, bring-and-buy sales, sales of work and coffee mornings.

The vehicle provides a door-to-door service, taking the children from their homes to Balidon House, Yeovil, where they receive individual attention in a pre-prep group.

Money for the vehicle, costing in excess of £4,000 was raised by the WOs' and CPOs' Mess, RN air station Yeovilton, who in the past two years have raised £8,000 for various charities.

The ship's company of HMS Intrepid have made life a little easier for asthmatic children in the Gosport area. On the ship's last deployment they raised £2,000 to provide inhalers to make breathing easier for the children. Their fund-raising efforts included a country fair held on the ship's tank deck and various competitions.

Submariners at Gosport are busy raising money to keep babies safe in their beds at the Royal Naval Hospital Haslar. The POs' Mess at HMS Dolphin raised £150 to help the hospital buy an MR10 respiration monitor. This alarm system gives early warning of irregular breathing patterns which often herald a cot death.

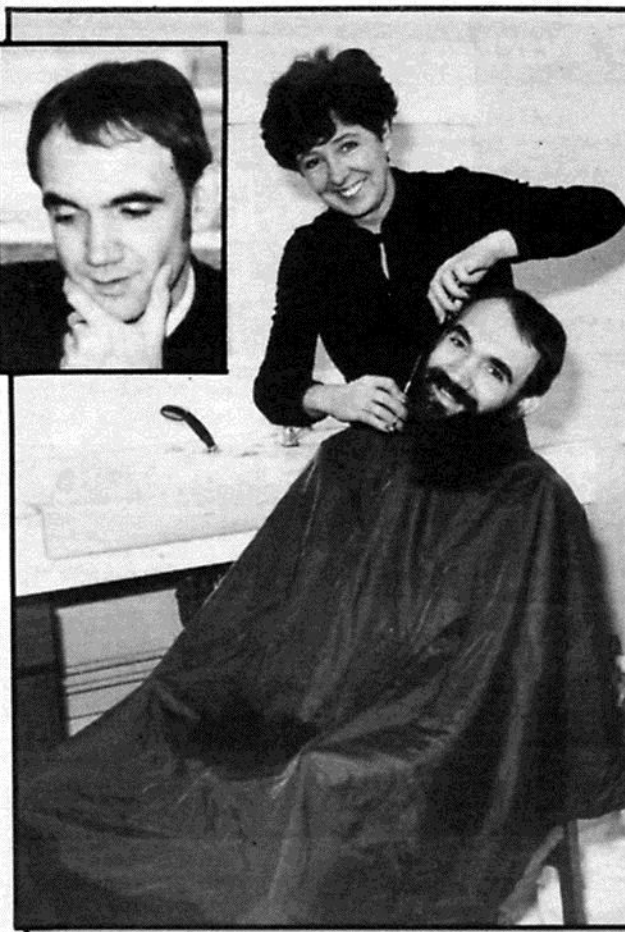
Members of the Plotting and Radar Instructors Association at HMS Dryad and the WOs' and CPOs' Mess at HMS Osprey directed their fund-raising efforts towards providing special wheelchairs for handicapped children.

The PRIs raised enough to provide two wheelchairs costing £500 each for two local children, and HMS Osprey whose adopted charity is "Earlybirds" (Friends of the West Dorset Handicapped Children's Development Unit) provided a special ortho-kinetic wheelchair costing £500 for the Child Development Unit of Dorchester Hospital.

AB Gordon Bradbury of HMS Otter is the proud owner of a new Fiat, which he won in a raffle organised by the WOs and CPOs of HMS Dolphin. The car — handed over to AB Bradbury by Huxford's marketing co-ordinator, Sharon South — was first prize in the mess's Christmas draw which raised £400 for handicapped people at Coldeast Hospital, Fareham, Hants.



## PLAYTIME FOR AJAX



## What a weigh to get a shave

A CLIP around the ears from the wardroom hairdresser at HMS Collingwood completed Lieut. Jeremy Adkins's nine-month campaign to raise more than £50 for the establishment's Charity Chest.

Jeremy had been growing his beard since March so that colleagues and friends could, for a 10p stake, guess the weight of his hirsute efforts.

Our picture shows hairdresser Mrs. Sheila Dickens cutting Jeremy down to size and (inset) the hero after his close shave.

The beard, carefully weighed with the help of Fareham Technical College, clocked up a hefty 13.29 grammes.

The Steward Instructors of HMS Pembroke, who were presented with the Skol Lager Incentive Award for 1981, raised £400 for the East Grinstead "Peanut" Burns Unit to buy a video unit and tapes.

In a marathon tombola which continued non-stop from 1600 to midnight, members of the China Fleet Club in Hong Kong raised £675 which — added to £461 donated by the Club — was presented to the Pentecostal Holiness Church CN Bostic Centre for the Blind.

A sponsored run by members of the ship's company of HMS Antelope, coupled with fund-raising efforts when the ship was deploying in the West Indies, helped to raise £1,000 for Herefordshire Society for mentally handicapped adults.

The money is being used to improve facilities at Ivy House for mentally handicapped adults

and to provide a video recorder for training purposes.

Schools in Hereford, the ship's affiliated town, were visited by the Antelope's Lynx helicopter, piloted by Lieut. Tim MacMahon.

There were presents for the children at Lord Treloar Hospital, Alton, from members of the POs' mess, HMS Londonderry when members of the ship's company visited the hospital. They presented a £200 cheque raised in a sponsored cycle ride from Aberdeen to Rosyth, as well as a cheque for £82 raised by the stokers' carol singing.

After spending most of his life in a wheelchair, there's a big treat in store for Peter Shiel (14), of Dundee, when he comes out of hospital. He and his brother Gary (12), have been promised a trip downriver in HMS Cuxton, the new sea training tender for HMS Camperdown. The promise was

made by Cdr. Tom Brydon, Staff Officer, Royal Naval Reserve, Tay Division, when he shared the same ward in Dundee Royal Infirmary with Peter, who was undergoing an operation.

Food parcels worth £750 were presented to the Budoc Physically Handicapped and Able Bodied Club and Friends of the Disabled, by HMS Raleigh. The first lieutenant, Lieut.-Cdr. John Lee, raised £400 in a marathon run towards providing some of the costs. The balance was raised by a collection in the establishment and food donations.

When the submarine HMS Orpheus was undergoing refit members of the crew and patrons of their "local" — the Hole in the Wa' pub held a function which raised £280 for the West of Scotland Spina Bifida Association.



## '82 is Bristol's year

HMS BRISTOL rounded off 1981 with cash gifts totalling £2,000 to three charities in the City of Bristol and to Fatchers School, Portsmouth.

In addition, members of the ship's company visited Bristol Ward for children at Charing Cross Hospital to present a television set and cassette recorder, as well as a Christmas cake and ship's crest.

Here the ship's commanding officer, Capt. Alan Grose, presents a crest and photograph of the Bristol to Fatchers School, the last charity to be sponsored by the ship in 1981. With the mementos went a cheque for £500.

Now, as the only Type 82 warship, HMS Bristol plans to make 1982 her year . . .

IT WAS thumbs up for St Christopher's Hostel for handicapped children at Redruth, Cornwall, when HMS Ajax stepped in to provide special play apparatus.

The ship's company raised a total of £800 — the proceeds of a sponsored walk by the "Greenies" mess which brought in £470, and

a chess challenge match in which POMA Brian Parkin played two sponsored members from each mess. That made £130.

Here, SA Kevin Bunt meets one of the children during a day-long visit to St Christopher's by the Ajax fund-raisers.

Picture: LA(Phot) Paul Good.



## PROMOTIONS TO CHIEF

**AUTHORIZATION** for promotion of the following rates to chief petty officer has been issued:

### WEAPON ENGINEERING

To **CWEM(O)** — D. G. Williams (FOST), B. L. Barry (PORTS FMG MOB), C. J. Fortune (Phoebe), R. A. Palmer (Brilliant), W. A. Elliott (Glamorgan), A. Trainer (Osprey), D. Young (Diomed).

### SUPPLY AND SECRETARIAT

To **CPOWTR** — C. J. Pearson (Centurion), B. Wilkinson (Leander), R. Pye (Fisgard), J. R. Champion (Tamar), G. A. Baldwin (Pembroke), G. R. Fernie (AFSOUTH), I. F. Fretwell (BRNC Dartmouth), M. A. Wilson (Centurion), W. M. Goff (Defiance FMB), M. R. Harrison (Osprey), J. M. Sweet (Collingwood).

To **CPOSA** — R. D. Robertson (Pembroke), I. G. Haller (Heron), P. Richards (Neptune).

To **CPOST** — A. E. Tanner (FOF3). To **CPOCA** — A. W. Gillett (Raleigh), P. Roberts (Drake), S. W. Mason (Hecate), P. A. Percil (W/T Forest Moor).

To **CWRENFS** — A. E. Lizard (Nelson).

### COMMUNICATIONS

To **CCT** — A. G. Thomas (Mercury). To **CRS(W)/CPO(OPS)(EW)** — A. Matthews (Aurora), M. McLennan (Vigilant), S. D. Parry (Alert), G. Walmsley (Sultan).

### REGULATING BRANCH

To **MAA** — C. L. Gent (President), B. Barker (DNMANS FMST), D. R. Evans (Achilles), R. B. King (Nelson), R. E. Lightfoot (Caledonia), A. D. Bristow (Rhyll).

### PHYSICAL TRAINING AND RECREATION BRANCH

To **CPOPT** — G. Williams (Daedalus), A. P. Griffiths (Dolphin).

### MARINE ENGINEERING

To **CWRENPT** — N. Atkey (Nelson).

### MARINE ENGINEERING

To **CMEM(L)** — R. A. Holman (Hecate).

### FLEET AIR ARM

To **CAEM(M)** — D. R. Moore (Heron), G. A. Willard (Seahawk). To **CAEM(L)** — R. C. Tearall (Daedalus), C. R. Gale (Seahawk). To **CAEM(W)** — D. C. Burrows (Osprey), J. Anderson (845 Sqdn). To **CAEM(R)** — J. Huxley (Heron), P. J. Spearman (FGN Keil), K. H. Lewis (Seahawk), R. N. Sharland (845 Sqdn). To **CWREN (PHOT)** — D. W. Appleton (Mercury).

### OPERATIONS BRANCH (SEAMAN GROUP)

To **CPO(OPS)(M)** — I. Shepherd (Bristol), W. J. Blakemore (Arrow), E. R. Nutt (Battaxe), E. J. Foster (Diomed), G. R. Robinson (Excellent), K. M. Kent (Glamorgan), R. A. Osborne (Cambridge), P. B. Bowell (Minerva), P. J. Pretlove (Dryad), P. R. Hughes (Cardiff), R. G. McGuire (Ajax), R. D. Ellis (Coventry), R. Ward (Cleopatra), R. T. Norman (Rothsay), P. E. Goddard (Alacrity).

To **CPO(OPS)(R)** — J. R. Phillips (Alacrity), T. W. Thackrah (Glasgow), T. P. Ord (Rhyll), W. L. Van-Den-Bergh (Apollo), A. J. Baker (Antelope), M. J. Morgan (Glamorgan), M. J. Burgess (Invincible), P. I. Pellett (Dartmouth BRNC), P. G. Annals-Elkins (Raleigh), C. R. Percy (Arrow). To **CPO(SR)** — R. B. Woodhouse (Endurance).

### SUBMARINE SERVICE

To **CRS(SM)** — D. R. Hitchen (Revenge), S. O. Russell (Repulse S), D. E. Foote (Sceptre). To **CPO(COXN)(SM)** — B. F. Moss

## OFFICER PROMOTIONS

**PROVISIONAL** half-yearly selections for promotion from June 30 1982 are as follows:

**SEAMAN:** To captain — R. H. C. Hopton, D. I. Rhodes, J. S. Kelly, T. R. Lee, N. C. H. James, A. N. Wiggley, P. G. J. Murison, M. C. Boyce, J. C. L. Wright. To commander — I. M. Hime, R. Porteous, R. M. H. Bawtree, N. D. Ward, K. A. Courtenay, C. W. Pile, A. R. Welton, P. L. Harrison, C. R. Tuffey, M. J. Norman, T. J. Yarker, W. K. Howat, J. J. Tall, N. D. V. Robertson, A. J. S. Taylor, W. V. J. Smith, P. D. Stone, R. St. J. S. Bishop, S. E. Saunders, J. R. Cartwright, G. D. Titmus. **ENGINEERING:** To captain — M. R. Nutt, R. J. Killick, P. J. Stickland, J. A. Marshall, J. W. G. Bench, T. W. Craven, J. G. G. Hunter, W. B. Thrush. To commander — G. Watson, D. M. H. Lingard, G. J. Mounstephen, R. G. Kerr, R. C. Harvey, H. R. Buchanan, P. D. Mansfield.

C. R. Hutchings, J. W. A. Clayden, S. A. V. Van Der Byl, D. J. Critchley, I. Clapham, C. S. McHugh, D. A. Hall, K. J. C. Day, A. J. South, A. J. H. Burbridge, D. J. Chapman. **SUPPLY AND SECRETARIAT:** To captain — A. H. Lambourne, J. W. Porter, N. J. Wilkinson. To commander — C. R. Brotherton, G. J. Smith, P. G. Hore, J. O. Brown, N. L. Green. **INSTRUCTOR:** To captain — D. J. Davidge.

To commander — D. Bates, D. H. Furneaux, C. O'Keeffe, D. J. Robb. **MEDICAL:** To surgeon captain — A. M. Hazell, D. S. Wright. To surgeon commander — A. J. Hirst, M. R. O'Connell, M. D. Catterall, S. H. Vincent. **DENTAL:** To surgeon commander (D) — J. F. Hart.

**ROYAL MARINES:** To lieutenant colonel — P. T. Stevenson. To major — M. E. H. Wheatley, M. R. L. Ward, J. M. Watkins, N. M. Hall, H. W. D. Leicester, D. G. Sayers.

(Conqueror), M. C. Kemp (Olympus), M. A. Reed (Oberon), S. E. Aldridge (Superb), D. E. Yeomans (Osiris), K. G. Walby (Opportunity), D. A. Hodder (Sovereign), R. R. Harvey (Spartan). To **CPO(UW)(SM)** — J. J. Matthews (Splendid). To **CPO(OPS)(TS)(SM)** — P. Biggs (Repulse S), E. A. Barrie (Neptune), P. A. Carter (Neptune). To **CMEM(M)(SM)** — W. H. Botting (Dreadnought), A. Webb (Neptune).

### MEDICAL

To **CPOMA** — I. Brown (RNH Haslar), J. S. Hamlin (Collingwood).

To **CMT** — J. F. Oliver (RAF Halton).

**ARTIFICERS AND MECHANICIANS**

To **ACMEA(M)(GS)** — D. J. Campbell (RNR Tay).

To **ACMEA(L)(SM)** — C. A. Elliot (Spartan).

To **ACMEMN(P)(SM)** — I. R. Peel (Dolphin).

To **ACWEA(GS)** — D. A. Williams (Danae), T. Day (Danae).

**A NOSTALGIC** moment for Second Officer Hilary Dedman, seen here with her husband, Lieut Nigel Dedman, commanding officer of HMS Walkerton. When Hilary joined the WRNS five years ago, the first ship she sailed in was the Walkerton, so she returned to mark one of her last days in the WRNS by joining her husband for a day at sea.



## PEN-PALS

**READERS** seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows:

Miss A. (18), single, 5ft., brown hair, brown eyes, Bristol.

Miss S. (26), divorced, 5ft.4in., blonde hair, two children, Bristol.

Susan (16), 4ft.9in., brown hair, hazel eyes, Exeter.

Maureen (36), divorced, 4ft.11in., brown hair, blue eyes, two children, Norwich.

Valerie (33), separated, 6ft., brown hair, green eyes, one son (3), Lichfield, Staffs.

Karen (16), 5ft.5in., brown hair, brown eyes, Birmingham.

Sharon (20), single, 5ft., brown hair, green eyes, Ilkeston, Derbyshire.

Thelma (45), divorced, 5ft.2in., brown hair, hazel eyes, Torquay.

Brenda (34), single, 5ft.6in., brown hair, brown eyes, Telford, Shropshire.

Sue (24), divorced, 5ft.3in., brown hair, hazel eyes, one son (5), Plaistow, London.

Cindy (28), single, 5ft., brown hair, hazel eyes, one son (4), Reading, Berks.

Ruth (16), 5ft.6in., blonde hair, blue eyes, Bristol.

Wendy (27), single, 5ft.2in., brown hair, green eyes, Tiptree, Essex.

Mary (55), widow, 4ft.9in., black hair, blue eyes, Rochdale, Lancs.

Isabel (27), divorced, 5ft., fair hair, green eyes, Blyth, Northumberland.

Marilyn (31), single, 5ft.3in., brown hair, blue-grey eyes, Bourne, Lincs.

Liz (27), single, brown hair, brown eyes, London.

Tracy (21), single, 5ft.2in., dark hair, green eyes, Bow, London.

Ann (22), single, 5ft.2in., brown hair, blue eyes, Atherstone, Warwickshire.

Glenda (24), separated, 5ft.2in., brown hair, blue eyes, three children, Worksop, Notts.

Allison (16), brown hair, blue-green eyes, Derby.

Sue (35), divorced, 5ft.8in., brown hair, blue-grey eyes, one son (6), Hemel Hempstead, Herts.

Karen (19), single, 5ft.8in., brown hair, brown eyes, Mansfield, Notts.

Carol (17), single, 5ft.5in., brown hair, Kilmarnock.

Iris (49), separated, dark hair, blue eyes, Hatherleigh, Devon.

June (21), single, 5ft.5in., brown hair, blue eyes, Pontefract, W. Yorks.

Carol-Anne (26), single, 5ft.1in., brown hair, brown eyes, Stoke-on-Trent, Staffs.

Beverley (20), single, 5ft.7in., blonde hair, blue eyes, Stourbridge, W. Midlands.

Anne (34), divorced, 5ft.6in., ginger hair, grey eyes, one son (8), Gillingham, Kent.

Daphne (43), divorced, 5ft.3in., fair hair, blue eyes, three children, Gillingham, Kent.

Mary (21), single, 5ft.4in., brown hair, blue eyes, Southsea, Hants.

Louise (24), single, 5ft.5in., blonde hair, blue eyes, Leicester.

Claire (17), single, brown hair, hazel eyes, Plymouth, Devon.

Maria (15), 5ft.3in., fair hair, blue eyes, Rosyth, Fife.

Pat (52), widow, 5ft.7in., brown hair, brown eyes, Liverpool.

Lynne (35), divorced, 5ft.9in., brown hair, blue eyes, Toddington, Beds.

Carolyn (15), 5ft.5in., fair hair, blue eyes, Rosyth, Fife.

Slán (19), single, 5ft.9in., red hair, green eyes, Greenford, Mddx.

Geraldine (21), divorced, brown hair, hazel eyes, Greenford, Mddx.

Katrina (16), 5ft.5in., ginger hair, grey-blue eyes, Huddersfield, W. Yorks.

Pat (19), single, 5ft.4in., brown hair, blue eyes, Anerley, London.

Maureen (29), divorced, 4ft.10in., brown hair, blue eyes, Bournemouth, Dorset.

Sandra (26), separated, 5ft.6in., brunette, blue eyes, Kenton, Mddx.

Carol (36), divorced, 5ft.2in., blue eyes, one son (9), Louth, Lincs.

Susan (24), divorced, 5ft., brown hair, blue eyes, one son (3), Houghton-Le-Spring, Tyne & Wear.

Jennifer (32), divorced, blonde hair, green eyes, Halifax, W. Yorks.

Pat (28), divorced, 5ft.7in., fair hair, blue eyes, two children, Weston-super-Mare.

Maureen (21), single, 5ft.2in., brown hair, blue eyes, Aberdeen.

Lea (20), single, 5ft.3in., blonde hair, blue eyes, Helston, Cornwall.

Una (26), single, 5ft.2in., brown hair, brown eyes, Liverpool.

Jean (50), widow, 5ft.2in., brown hair, hazel eyes, Bournemouth, Dorset.

Christine (21), single, 5ft.2in., blonde hair, blue eyes, Portsmouth.

Sue (18), single, 5ft.2in., brown hair, hazel eyes, Maidstone, Kent.

Karen (24), divorced, 5ft.8in., brown hair, one son (2), Accrington, Lancs.

Mandy (22), single, 5ft.2in., brown hair, green eyes, Birmingham, S. Humberside.

Donna (19), single, 5ft.4in., brown hair, hazel eyes, Bournemouth, Dorset.

Theresa (18), single, 5ft., brown hair, brown eyes, Mansfield, Notts.

Marilyn (32), single, 5ft.7in., dark hair, brown eyes, Newton Aycliffe, Co. Durham.

Jane (15), 5ft.2in., brown hair, brown eyes, Sheffield.

Karen (19), single, brown hair, blue eyes, Somerton, Somerset.

Kim (23), single, brown hair, green eyes, Leicester.

Rita (18), single, 5ft.6in., auburn hair, blue-green eyes, Birmingham.

Sharon (21), single, 5ft.5in., brown hair, hazel eyes, Maidstone, Kent.

Rhona (22), single, 5ft., brown hair, blue eyes, Invergowrie, by Dundee.

Linda (20), single, 5ft.10in., brunette, blue eyes, Epsom, Surrey.

Angela (18), single, 5ft.4in., brown hair, blue eyes, Rugby, Warwickshire.

Sheena (16), auburn hair, hazel eyes, Hailsham, Sussex.

Janet (17), single, 5ft.3in., dark hair, Pembroke Dock, Dyfed.

Allison (16), 5ft.4in., brown hair, brown eyes, Watford, Herts.

Colette (21), single, brown hair, brown eyes, Brentwood, Essex.

Debbie (16), blonde hair, blue-grey eyes, Hailsham, Sussex.

Heather (17), single, 5ft.4in., brown hair, brown eyes, Canterbury, Kent.

Evelyn (34), single, 5ft.3in., brown hair, blue-green eyes, Inverurie, Aberdeenshire.

Janet (33), divorced, 5ft.5in., brown hair, brown eyes, two sons, Chichester, Sussex.

Christine (27), divorced, brown hair, brown eyes, Basildon, Essex.

Hazel (43), divorced, 5ft.3in., fair hair, blue eyes, two children, Elland, W. Yorks.

Theresa (25), single, 5ft.4in., brown hair, blue eyes, Axminster, Devon.

Rita (27), divorced, brown hair, brown eyes, two children, Basildon, Essex.

Christine (30), single, 5ft.4in., blonde hair, Smethwick, W. Midlands.

Linda (18), single, 5ft.4in., brown hair, Pontefract, W. Yorks.

Linda (30), divorced, 5ft., blonde hair, Smethwick, W. Midlands.

Sue (29), divorced, 4ft.11in., brown hair, blue eyes, two children, Birmingham.

Elaine (20), single, 5ft.3in., brown hair, blue eyes, Redcar, Cleveland.

Pauline (21), single, 4ft.11in., black hair, brown eyes, Mitcham, Surrey.

Elizabeth (25), single, 5ft.8in., brown hair, hazel eyes, Leicester.

Jane (18), single, brown hair, blue eyes, Swindon, Wilts.

Diane (17), single, 5ft.1in., blonde hair, blue eyes, Leeds.

Linda (23), single, 5ft.8in., brown hair, green eyes, Banbury, Oxon.

Denise (20), single, 5ft., brown hair, blue eyes, Coventry.

Pamela (39), divorced, 5ft.8in., brown hair, brown eyes, two children, Cardiff, Glam.

Pamela (17), single, 5ft.2in., hazel eyes, Wakefield, W. Yorks.

Valerie (17), single, 5ft.6in., brown hair, blue eyes, Chichester, Sussex.

Dawn (16), 5ft.4in., brown hair, blue eyes, Yeovil, Somerset.

Linda (32), separated, 5ft.2in., brown hair, blue eyes, one daughter (13), West Bromwich, W. Midlands.

Maggi (25), separated, 5ft.2in., brown hair, blue eyes, Bognor Regis, W. Sussex.

Karen (24), divorced, 5ft.1in., fair hair, two sons, Dorchester, Dorset.

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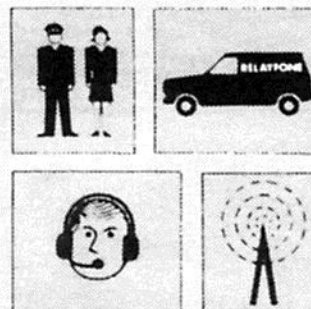
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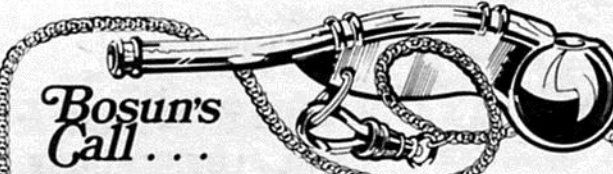
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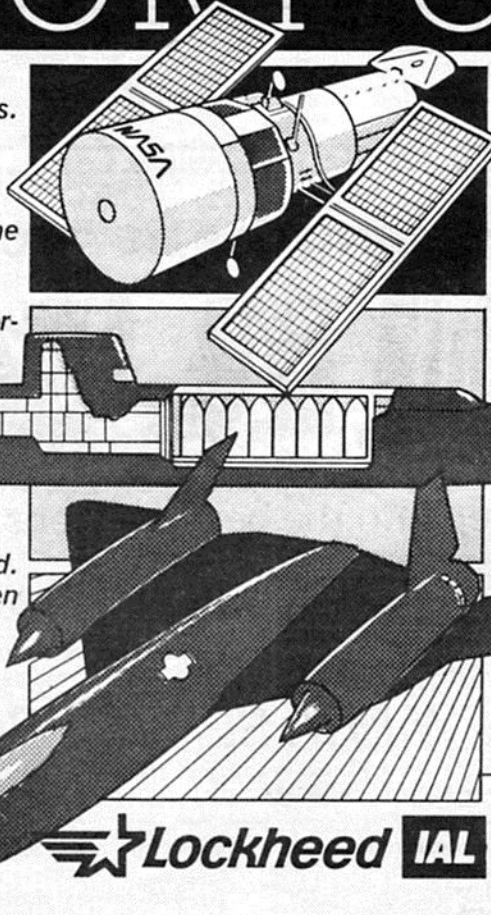
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## Back on trial

THE FAMOUS Services motorcycle trial is to make a comeback in April, it has been announced by the Civil Service Motoring Association.

In recent years there have been great difficulties over the availability of suitable MOD land, but a superb site on private land at Chelmsford, Essex, has been made available for the 1982 event on Sunday, April 4.

The trial is open only to members of the Armed Forces, the Police, Civil Service, Post Office and British Telecoms. Major awards are given for team entries, and details can be obtained from the CSMA headquarters in Brighton (telephone 0273 21921 ext. 32).

## Aiming for the trophy

HMS DAEDALUS hosts the 1982 Women's Inter-Service rifle shooting championships on February 8, when WRNS team will be attempting to break the WRAF stranglehold on the silver trophy.

Although the Wrens have won the title 14 times — more than any of the other Services — the WRAF have taken the last five consecutive championships. The event is shot indoors over 25 yards with .22 target rifles.

## At their best

NAVAL Air Command played their best volleyball of the season to beat Exeter University 3-0 in the league, reversing an earlier 0-3 defeat by the students. A hard-fought 3-2 win over Solent moved NAC into second place in the table.



HMS DEFIANCE entered the fastest time — 10hrs. 3min. 14sec. — for the Fleet's 100 x 1 mile relay competition, only to find that they were not eligible for the Norfolk Trophy. Undaunted, the workshops in the fleet maintenance base turned out the Allcomers Baton Trophy pictured above. Fleet Recreation Officer Lieut.-Cdr. Ron Lang is seen presenting it to LPT Ginge Gough, with Sports Officer Lieut. Len Seldon and POPT Andy Young looking on.

# Ten out of ten

THE NAVY squash team has now won ten out of ten matches in Division 4 of the London-based Cumberland Cup league, and are in with a chance of completing their programme undefeated.

Attention last month was focussed on the Navy championships held in HMS Collingwood on January 28-31. There was a record entry of 105 for the three competitions — open, veteran and Under-25 — and there was much interest in

## SQUASH

Lieut.-Cdr. Robin Bawtree's bid to win his 14th open title.

Next on the agenda is the Inter-Service tournament, taking place at Aldershot on February 10-12.

The WRNS did exceptionally well against much more experienced opponents in the women's Inter-Service tournament in HMS Vernon. Al-

though totally inexperienced at this level, LWren(Phot) Hilary Astley-Jones and Wren Patricia Cunnison were far from disgraced.

The tournament was won by the WRAC, with the WRAF second.

LWren Sue Oldman from Gibraltar also played exceptionally well and reached the final of the individual competition, in which she was beaten 4-9, 9-1, 9-4, 9-3. Trish Cunnison was runner-up in the plate competition.

# SPORT

## Portsmouth first of first

WINCHESTER'S first basketball championship, held in the city's recreation centre, was won after seven hours of gruelling competition by the Portsmouth Command A team.

Led by Lieut.-Cdr. Michael Pulchry CF (Dryad), the team consisted of PO M. Tyler (Sultan), Cpl. B. Mungal (Centurion), App S. Owen (Colling-

## NAIAD PLAYS HARD

SHIP'S COMPANY of HMS Naiad worked and played hard while the ship was docked at Gibraltar over Christmas. There was a vigorous inter-mess competition covering soccer, squash, hockey and volleyball, and a very good evening of boxing.

There were 14 bouts, including two exhibition contests with members of the 1st Staffords. Only three bouts went the full distance, with MEM Mick Dwyer being awarded the best winner trophy for his hard-fought victory over AB Dinger Bell.

## Lone yachtsman

CDR. Chris Williams is again Britain's only representative at the world ice yacht championships, this year being staged at Steinmunde near Hanover in Germany.

## BASKETBALL

wood), Lieut. S. Baiter (Diomedes) and CPO D. Thornton (Dryad). They were coached by Lieut. W. McClenaghan (Sultan).

The final was a tense affair, with the Navy team hanging on in the last few minutes to defend their narrow lead over Southampton Sharks. They managed it by the smallest margin, winning 35-33.

Despite the atrocious weather, only two of the ten clubs entered failed to make it, and Portsmouth Command helped by fielding a B team. The preliminary matches were of a very high standard, and in the end it was only the fighting spirit and will power of the Portsmouth Command team that won them the final.

Tournament officials included POWren White of HMS Sultan and PO Simpson of HMS Hermes.

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ISLE OF WIGHT

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# SPORT

## Player power to the rescue

THE SECOND HALF of the Navy's representative match season opened against the Amateur Football Alliance — but only with the intervention of "player power," writes Jack Sheppard.

Scheduled to take place in HMS Pembroke on January 13, the match was moved to Portsmouth at short notice as most of the country disappeared under a blanket of snow. But the players spent the morning shovelling snow off the Pitt Street pitch and the game kicked off on time.

In spite of the slippery surface, some very fluent football was played. For much of the first half the Navy was in complete control, with LPT Colin Salmon (Raleigh) getting through an immense amount of work on both wings. LPT Dutchy Holland (Leander), POPT Richard Reed (Dryad) and Bugler John O'Connell (RM Deal) all had good shots saved before the AFA went ahead against the run of play in the 40th minute.

### FINE CROSS

Midway through the second half the Alliance went further ahead, but the Navy got one back when Salmon rammed home the rebound after Holland had blasted in a fine cross from Neil McPhee (Yeovilton).

Despite strong pressure, the Navy could not get an equaliser.

Second match was against Gosport Borough's Southern League side, and once again the Navy were kept out in the early stages by some fine goalkeeping. At the other end, CPO Mick Patterson (Temeraire) was doing equally well in the Navy goal.

Unfortunately, Gosport took advantage of a misunderstanding between Patterson and one of his defenders to get the only goal of the match.

The Navy youth team finally got a game against Devon in the second round of the FA County Youth Cup after three postponements because of the weather. Devon stole victory in a close-fought game despite some heroics in the Navy goal. The youth team drew 2-2 with Hampshire in Portsmouth on January 23 and is due to play Devon again at Exeter on February 13.

In common with most football organisations, Combined Services had their January fixtures wiped out by the weather. This robbed John O'Connell, Cpl Tiv

### SOCCER

Lowe (CTCRM) and LMEM(L) Kevin Maddocks (Vernon) of chances to consolidate their places in the team. All, however, have been selected for Combined Services in the international military tournament against France and Belgium on February 10 and 24 respectively.

The Navy senior side were playing Gloucestershire at Cheltenham on February 3. Other February fixtures are: 10th — RN v. London University (London, 1430); 13th — v. Devon (Exeter City FC, 1500); 17th — v. Civil Service (London, 1430); 22nd — Newport, Isle of Wight (Newport, 1900).

## Depot's final whistle

THE WEATHER on January 13 denied the Royal Navy FA of its last chance to play at the Depot Ground, Pembroke, or the Depot Chatham as it was originally known, had been a member club of the RNFA since its formation in 1904.

During its time the Depot played in some of the highest levels of amateur football in the land, including the Kent League and the old London League.

Many international and Football League players, including Bob Rowe, Frank Bridges, Jack Smith and Jimmy Coates, turned out on the ground, which was one of the best available to the RNFA.

### FIXTURES

#### FEBRUARY

- 1-2 — Table Tennis: RN Inter Group (WRNS) Inter-Command (Mens) Individual Championships (HMS Nelson).
- 2 — Squash: RN v Lensbury (London).
- 3 — Hockey: RN v Cambridge University (Cambridge); Football: RN v Gloucester (Cheltenham); Football: RN v Gloucester (Youth) (Cheltenham); Rugby: RN v Oxford University (Oxford).
- 4 — Boxing: RN v RAF (Portsmouth), 5 — Squash: RN v Jesters (London, N & M Club).
- 6 — Squash: RN v Escorts (London, RNC Greenwich); Football: RN v Gosport Borough (Portsmouth); Fencing: RN(W) FA v British Airways; Rifle: RN(W) v Civil Service (London); Hockey: RN(W) v Hants (Portsmouth); Basketball: RN v Exeter University (Weston Super Mare).
- 6-7 Kayak: R Dee 3 (Llangollen); Table Tennis: RN(W) v Hants B (Portsmouth).
- 7 — Football: RN v Waterlooville (Portsmouth); Hockey: RN v Wiltshire (Wiltshire venue); Hockey: RN v Cornwall U21 (Plymouth).
- 8 — Rifle: Inter-Service championships (HMS Daedalus).
- 9 — Hockey (Indoor): WRNS v Southampton (Eastleigh).



LPT Dutchy Holland fires in a shot on the turn — no mean feat on the snow-covered surface — against the Amateur Football Alliance at Pitt Street. The shot beat the defender in front of Holland, but not the 'keeper. Navy coach PO Tommy Johnson is the player in the background.

Picture: The News, Portsmouth.

# Brilliant Wallabies thaw and sparkle

FIELDING nine of the side which subsequently did duty against England the following Saturday, the Wallabies, after a slow start, eventually established a comfortable superiority in beating the Combined Services 33-9, writes Mike Vernon.

The Aldershot pitch, which had only just thawed out in time for the match to be played, was predictably muddy but the visitors made light of the heavy conditions, particularly in the second half, with some sparkling handling movements from a plentiful supply of ball in all phases.

Services took the lead after ten minutes, with a penalty goal from Gerry Price, but early in the second quarter, despite staunch defensive covering, were unable to prevent the Australians scoring two tries in the space of five minutes through Mark Ella and Brendan Moon, both as a result of fly-half Ella looping outside his inside centre and both converted by Roger Gould.

However, with a further penalty goal from Price in injury time, Services were still in contention at 6-12 at half time.

Gould continued in impeccable kicking form after the interval, first with a penalty goal and then with conversions of tries by John Meadows, Peter McLean and Greg Cornelsen, which, coupled with his general play, made his subsequent omission from the Test team incomprehensible and, in the light of events at Twickenham, almost certainly a mistake.

The last two tries were splendid examples of in-depth backing up by the Australian

### RUGBY

forwards at the place of breakdown, and of spectacular handling movements by the backs augmented by Gould. But Meadows' try appeared to owe something to confusing signals from the referee after a penalty award.

Between the first and second of the tries, Price slotted over his third penalty goal and the Services came back again strongly in the last ten minutes without being able to achieve a further score.

The Navy supplied six players, Geoff Fabian, Chris Alcock, Bob Penfold, Gerry Price, Rod Joy and John Ackerman, and both replacements, Soapy Watson and John Burden, who came on respectively for Ackerman at prop and the Army's Davies at scrum-half.

### METROPOLITAN POLICE

Lack of match practice and fitness due to loss of games to the weather, and to festive self-indulgence, were evident in the sporting but somewhat inept encounter against the Met. Police, which the Navy should have had sewn up by half time. Wrong options and excessive individuality from their inside backs did not help the Navy's cause and in the end only stout defence enabled them to hold on for a 6-6 draw. In the light of the Police's clear-cut victory over Richmond in the John Player Cup the following Saturday, it may have been a better result than it looked at the time.

The forwards, among whom Shady Lane

and Mark Sheldon had splendid games, showed up well as did Colin Youldon at full back, the only position outside the scrum that he had not previously filled in a Navy jersey. Gerry Price with a penalty and a neat drop goal supplied the Navy's points.

Blackheath having survived the second round of the John Player Cup and thus being engaged in round three when they should have played the Navy at Portsmouth, the latter were most grateful for the offer of a fixture with Saracens, who had been similarly deprived of opponents, at Southgate in north London.

The Navy, playing with a noticeable wind behind them, got just the start they needed, with a copybook try from Bobbie Penfold in the left hand corner after a break and a long pass from Chris Alcock, Gerry Price doing well to convert from the touch line.

After a few further near misses, he gave way to Peter Tomlin who before half-time managed to bang over two penalties, for line-out and ruck infringements respectively, as well as backing up Penfold on the inside to finish off a fine passing movement with a try in the corner.

The Navy, 16-0 up at the interval, were only able to add a further penalty from Gerry Price to their tally and, fading somewhat in the last quarter as they had against the Police, let Saracens back into the game, eventually conceding a consolation try following intense forward pressure and a stream of penalties.

The Navy thus emerged 19-4 winners of an entertaining game which will have won them some new friends in the capital and to which the impeccable refereeing of Roger Quittenton made a notable contribution.

Despite signs in both games of the need for improved fitness, these early matches in the post-Christmas period were by no means discouraging for the Navy, and the Saracens match saw a considerable improvement in team effort. The Selector thus stayed with his winning combination for the match against Cambridge University on January 27.

Matches in February are Oxford University (3rd, ko 1430); Bristol (10th, ko 1900); Cornwall (17th, ko 1930) and Civil Service (24th, ko 1430), all away except Cornwall, which will take place at The Rectory and where support will be much appreciated.

Harlequins, having progressed to round four of the JPC on February 27, will not be available to play the Navy on that day and no decision has yet been taken on whether to seek a replacement game.

### MARCH (first week)

- 1-6 — Skiing: RN Ski Championships (Switzerland).
- 1-2-3 — Badminton: WRNS Inter Service Championships (RAF venue).
- 2 — Squash: RN v Havensers (London, RNC Greenwich).
- 3-4 — Boxing: CS Under 19 Championships (Aldershot).
- 3 — Rugby: RN v Leicester (Leicester); Football: RN v Hampshire (Portsmouth).
- 4-7 — Hockey: RN U21 Midland tour.
- 6 — Hockey: RN (WRNS) v Hants (Portsmouth); Netball: RN(WRNS) v Worcester (Bromsgrove).
- 6-7 Kayak: R Nith (Dumfries).
- 7 — Netball: RN(WRNS) v Malvern (Malvern); Modern Pentathlon RN(WRNS) v South West Triathlon (Sherbourne).

- 10 — Football: RN v London University (London).
- 10-12 — Squash: Inter-Service championships (Aldershot).
- 10 — Rugby: RN v Bristol (Bristol).
- 10-11-12 — Badminton: RN championships.
- 12 — Athletics: Inter-Group cross country championships (HMS Dryad); Athletics: Cross Country Men / Women / Juniors (HMS Dryad).
- 13 — Hockey: RN v Oxford University (Oxford); Water Polo: Coventry Tournament (Coventry); Badminton: RN(W) v Havant District (Havant); Hockey: RN(W) v Mannamend (Plymouth); Fencing: Inter Service (WRNS) B (Portsmouth); Hockey: RN(W) v Dartford (Dartford); Hockey: AEWHA national county championships (US Club).
- 14 — Netball: RN(W) v North Hants (Portsmouth); Volleyball: RN(W) v Whitefield / Portsmouth (Bristol); Hockey: RN(W) v Kent (Kent); Basketball: RN v Bristol University (Westonsuper-Mare); Hockey: RN(W) v Devon (Plymouth).
- 15 — Modern Pentathlon: RN v Southampton SC Triathlon (Southampton); Modern Pentathlon: RN v Pegasus MPC Triathlon (Sherbourne); Hockey: RN(W) v Civil Service (Portsmouth).
- 16 — Hockey: (Indoor) RN(W) v Winchester (Eastleigh).
- 17 — Football: RN v Civil Service (London); Rugby: RN v Cornwall (Devonport).
- 17-18-19 — Hockey: RN(W) Inter-Service championships (Aldershot).
- 18 — Boxing: RN v Army (RAF Cosford).
- 20 — Hockey: RN(W) v Morelands (Yeovil).
- 21 — Hockey: RN(W) Somerset (Yeovil).
- 20 or 21 — Badminton: RN v Dorset.
- 20-21 — Table Tennis: RN(W) v Hants A (Portsmouth).
- 20 — Squash: CS(W) v Kent (HMS Vernon).
- 21 — Squash: CS(W) v Surrey (HMS Vernon); Hockey: RN v Western Counties (Marlborough).
- 22 — Football: RN v Newport (Newport, IOW).
- 23 — Squash: RN v Purley (RNC Greenwich).
- 24 — Rugby: RN v Civil Service (Chiswick).
- 25 — Table Tennis: Inter-Service championships (RAF venue).
- 26 — Athletics: Inter-Service cross country championships (Blackdown); Table Tennis: Women's CS Service match (RAF venue).

### HANG GLIDING

## Ready to take off

HANG GLIDING in the Royal Navy is all set to take off with the formation of the RN and RM Hang Gliding Association.

A letter concerning the aims of the association has been sent to all known pilots in the Service, and anyone wanting further information should contact MEA(P)1 Allan Smith, FMG Buildings, Portland Naval Base (telephone ext. 2376).



## BOXING

# LITHGOW MAY LINE UP AGAINST RAF

THE OUTCOME of the 1982 Services boxing team title is likely to be settled in HMS Nelson on February 4 when the Navy meets the RAF.

An exciting prospect for Navy supporters is a possible first look at England light-middleweight Cameron Lithgow, who was all set to join the Royal Marines as Navy News went to press.

Hard-punching Lithgow, well known to Navy fans who have watched the Combined Services v. Western Counties fixture in recent years, has twice appeared in ABA finals at Wembley.

Other contenders for inclusion against the RAF were two youngsters, feather-

weight Mark Slater, who beat the Army champion in a special bout at Manchester, and MNE John Baxter (40 Cdo).

Slater, in fact, was one of the Navy's winners in an impressive 6-1 defeat of Colchester Select by the Navy U-19 squad at Colchester. Proceeds of the dinner show went to the town's Sea Cadet unit.

Star of the evening was MEM Brian Kearney (Nelson), who in his first season is being described as a "young Wayne Green!" Kearney scored an impressive win over tough Dave Harper.

Other winners for the Navy were MNE Mick Thakeray (40 Cdo), MNE Dave Robb

(42 Cdo), SA Andy Chambers (Vernon) and SEA Tony Martin (Cambridge), while MNE Colin Ellis (42 Cdo) lost a majority decision.

A mainly U-19 team scored an excellent 7-3 win over Wales Select at Swansea on January 25. Navy winners in this tough annual fixture were CK Lee Goldman, MNEs Colin Ellis, Dave Robb (voted best boxer of the night), Mick Thackeray and Mark Slater (who beat Welsh international Mark Pearce), MEM Brian Kearney and LS Dennis Ricketts. MNE John Hallahan lost a split decision to another Welsh U-19 international.

# WILLED TO WIN

COULD THIS be the year that the Royal Navy wins a record fifth consecutive Inter-Service team boxing championship? It seemed unlikely — until the Navy's upset 6-4 defeat of the Army in Manchester on January 18.

Stretched by calls of duty and the loss of brilliant Terry Marsh and Cliff Storey, the Navy had to be regarded as underdogs for the traditionally ferocious encounter against the Army, this year staged by the Anglo-American Sporting Club as a dinner show in Manchester's plush Piccadilly Hotel.

But in front of a neutral audience plainly unprepared for the intense rivalry generated at this annual inter-service ritual, CPO Tony Oxley's men wanted to win more than their opponents.

That determination was epitomised by ABA middleweight champion AB(D) Brian Schumacher (Vernon) and young RO Mick McGlynn (Cambridge), who was earning his first senior vest.

## BEST BOUT

McGlynn lost a close majority decision to England Under-19 lightweight Carl Crooks in the best bout of the night. After a hesitant first round, McGlynn took the second and matched the experienced Crooks in a superb final three minutes.

Schumacher was put in at lightweight against England number two Dennis Bailey, and earned a unanimous decision after a real roughhouse

brawl with the very strong Army lad. That result was vital, because it gave the Navy an unbeatable 6-3 lead.

AB Paul Evans (Argonaut), now recovered from an operation, found his range in the second round of his first contest of the season to stop his man, while SEA Stuart Gill (Diomedes) won easily without looking in particularly good form.

## HAVE A GO

Peter Crooks, brother of Carl, survived one round with international welterweight AB Wayne Green (Intrepid), and was confident enough to have a go in the second.

That proved to be a painful mistake, because Green promptly put him away with a sweetly timed left hook.

RO1 Mervyn Lescott (Flag Officer Plymouth's staff) shrugged off an ankle injury and minimal training because of sea time to beat Army light-middleweight champion Courtney Harrison. Harrison looked stronger, but Lescott beat him twice last season, and obviously had a psychological advantage.

## NAVY COLOURS

Former England international AB Nick Croombes (Vernon) returned to Navy colours at middleweight, where he out-

boxed, out-fought, out-thought and out-lasted Mike Sangster.

Lack of training cost LSA Roy Greenacre (Onyx) the edge against quick-moving Army heavyweight Horace Miles, and the Navy's other losers were 17-year-olds RO Craig Haldane (Mercury) and JWEM Jim Mandley (Collingwood).

Both Haldane and Mandley delighted coach Oxley with their commitment and courage against vastly more experienced opponents. Both lost on points but proved they have the making of champions.

## DEMORALISED

To cap the performance against a somewhat demoralised Army team, MNE Mark Slater (40 Cdo) and MEM Norman Linton (Nelson) met and beat two reigning Army champions in special bouts.

● Brian Schumacher won his middleweight bout in the England v. Sweden match in Stockholm on January 25. The team was coached by CPO Mick Shone (HMS Raleigh), the former Navy coach.

Also in the news at international level is Nick Croombes, who has been recalled by England for the match against Finland at Camberley, Surrey, on February 10.

# 'Underdogs' set for the record

## Forthcoming attractions

THE Senior Rates Mess in HMS Drake is to stage its first dinner show on February 24 when Plymouth Command boxes against a team from Plymouth's civilian clubs.

The Royal Marines are boxing Oxford University at novice level in CTCRM Lympstone on February 4, and are putting up a Corps team for a dinner show against South-West Select at the Holiday Inn, Plymouth, on May 8.

# SPORT

## Coach who put RN on even Keal

THE NAVY BIDS farewell this month to PO Jan Keal, one of the Service's most committed and accomplished coaches of recent times.

Team coach to the RN senior squad, the Under-21s and several Navy Cup-winning sides and Inter-Command champions, Keal was for three years the full-time RN hockey coach.

His dedication ensured regular visits to training establishments throughout the country to bring on the basic skills and tactical appreciation needed for successful hockey in the Services. With his emphasis on coaching at junior level, it is not surprising that the RN U-21 team has won the junior Inter-Service title for the last four seasons and that the average age of the senior side has dropped dramatically.

But it is in the indoor game that Keal is best known. Team coach to the Combined Services for five years, his best performance was as player-coach to the Combined Services side — then predominantly Portsmouth Command — which beat the Welsh national side a few seasons ago.

## CLEAN SWEEP

Fittingly, last December's clean sweep by Navy teams at the Inter-Service tournaments reflected again his skill as a coach. It was a great honour for the Navy when he was appointed a selector to the England indoor squad.

As the Combined Services representatives in the Rank Xerox nation club indoor championships, Naval Air Command were due to play at Maidenhead on January 30. Portsmouth Command travelled to Bradford where they lost their three games, although they lost only 7-6 to Bristol, the qualifiers from their pool, who go through to the last eight.

Both senior and junior Navy teams have yet to play since Christmas, and progress in the Midi-Ships Cup has been frustrated by the weather. In the Maxi-Ships Cup, HMS Invincible beat HMS Norfolk 4-0 and HMS Bristol beat HMS Antrim 3-2.

With HMS Fearless on deployment in the West Indies and conceding to HMS Hermes, and HMS Bristol getting a bye, the other quarter-finals will match

## Hockey



JAN KEAL

Invincible against HMS London and HMS Intrepid against HMS Glamorgan.

A success story to brighten the dark days of winter has been the resurrection of US Portsmouth, who next year aim to field six Saturday teams as well as a weekend veterans fixture and a possible ladies team.

Coaching courses will be promulgated in a DCI to be published in April, but it is worth noting that a qualifying and up-grading course for coaches is planned for June 4-13 in the Portsmouth area. Names should be forwarded to Navy chief coach Lieut. Alan Walker (HMS Sultan ext. 2354).

## Excellent final

HMS EXCELLENT beat HMS Nelson 1-0 in the final of the women's inter-establishment indoor hockey championship. Fourteen teams took part in Nelson, with the hosts beating Heron 2-1 and Excellent beating Cochrane / Caledonia 5-1 in the semi-finals.

## Fencing title to Kenealy

NAVY FENCERS have had some encouraging results recently, with Sub-Lieut. Tim Kenealy winning the individual epee title at the Hampshire clubs' competition, and Portsmouth Command taking the team title.

The Navy also won overall against a combined team from Devon and Cornwall in foil, epee, sabre and ladies foil.

The newly-formed RN Fencing Club hopes to continue this renewed interest by identifying and keeping in contact with fencers of all standards. A permanent "salle" has been set up in HMS Nelson, and already one well-attended coaching course has been held there. A similar course is planned for Plymouth in March.

Finals of the Inter-Unit knock-out event are to be held in Nelson on February 20. Details of this and the sport in general can be obtained from Lieut. B. Sutton (Portsmouth Naval Base ext. 23844); Lieut. J. Binns (Sultan ext. 2500) membership; and Lieut. N. Huxtable (Collingwood ext. 6711) fixtures.

## WATER-POLO

## Shaping up for Coventry

THE ROYAL NAVY water polo squad was getting back into shape at a training weekend in HMS Collingwood, followed by a tournament against Brighton, Eastbourne, and Bracknell on January 30.

Bracknell, incidentally, are Portsmouth RN's opponents in the ASA club championship on June 12. Portsmouth will have home advantage for this first round tie in water polo's "FA Cup."

The Navy team returns to Coventry on February 13 to defend the title won so well in 1981. Arguably the country's top ten teams are invited to play in the annual Coventry tournament.

● THE Inter-Command volleyball championships are being staged in HMS Collingwood on March 13 and 14.

# Things are looking up

NAVY JUDO enthusiasts have their sights set squarely on the Inter-Services championships to be hosted by the RAF at West Drayton in March. The Army has always dominated the event, but this year the Navy is making an all-out bid to win for the first time.

The recent upsurge in Navy judo has largely been due to the efforts of the RNJA committee, based at CTCRM under the chairmanship of Lieut.-Col. N. C. Thompson RM. Lympstone hosted the Navy championships in November and has staged regular refereeing and coaching courses.

A record 115 contestants entered the Navy championships, with ten teams disputing the hard-fought inter-ship / unit competition. Portsmouth, Plymouth, Air and the Royal Marines clashed in the Inter-Command event, in which the Royals maintained their supremacy by beating Portsmouth 5-2 in the final.

A bonus for the organisers came in the surprisingly strong entry from sea-going ships — HMS Battleaxe in particular — led by black belt holder Cdr. Nick Mills-Hicks.

## BLACK BELT

A particularly talented fighter on show was 17½-year-old Recruit Michael Russell (CTCRM), who is already a black belt. He won the open category and the coveted Samurai Warrior Trophy. A few weeks earlier Russell won the RM open

## JUDO

title, and a silver medal at the national under-18 championships.

Another player to watch is 24-stone PO Robert McKinlay (HMS Warrior), who had little trouble in winning the heavyweight division, and showed exceptional skill for such a large man in doing so.

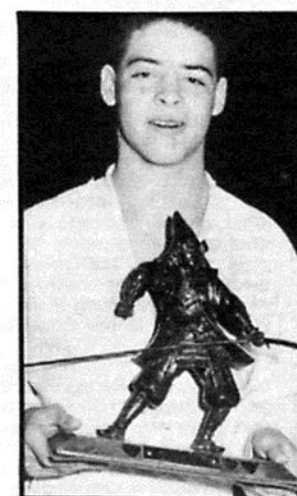
According to Navy coaching director WO1 Peter Brown, both McKinlay and Russell have the potential to reach national standard.

A boost for Navy players came in the news that CTCRM will make facilities available to the Great Britain judo squad during 1982. The squad meets regularly before international events, and will be training at Lympstone from April 24 to 29 for the European championships. Navy squad members have been invited to attend the sessions.

In addition, there are to be two more of the excellent week-long "Judo Schools" under double Olympic medal-winner Dave Starbrook. These are at Easter (April 11-16) at RM Poole, and during summer leave period (August 15-21).

This year the Navy also hosts the Combined Services events.

Anyone who wants to know more about the sport and available courses should contact Navy coach Sgt Jim Green at RM Poole, or WO1 Brown at CTCRM Lympstone.



Recruit Michael Russell (CTCRM) who has gained a silver medal at the national under-18 championships, and is the Navy and Royal Marines champion at his weight.



## AVENGER'S LIGHT RELIEF

SOME LIGHT relief came HMS Avenger's way when she visited Jamaica's Montego Bay during her tour of duty as Belize Guardship.

Floodlit by night at her Caribbean berth, the Avenger took full advantage of the warm Jamaican welcome for the four days of her visit.

Her ship's company were able to indulge in the traditional Jamaican sports of sunbathing and swimming, while the more energetic played soccer and rugby against local teams.

Two junior rates of the Jamaican Defence Force joined the Avenger while she was in their home waters, and later the British frigate, accompanied by RFA Black Rover, exercised with the Jamaican Coastguard ship Discovery Bay.

Picture: LWEM(O) Hill.



## Gen. Pringle to host RM concert

LIEUT.-GEN. Sir Stuart Pringle, Bart., Commandant General Royal Marines, who gallantly survived a London bomb outrage last October, is to act as host this month at a Royal Albert Hall concert to guests who will include the Duke of Edinburgh.

General Pringle lost his right leg below the knee after his car was blown up, trapping him in the wreckage.

The Massed Bands of the Royal Marines are presenting the 1982 Mountbatten Concerts in the Royal Albert Hall on February 3 and 4, and the Duke of Edinburgh, who is Captain General of the Royal Marines, will be principal guest on the first night.

These concerts, named after Admiral of the Fleet Earl Mountbatten, who was Life Colonel Commandant of the Royal Marines, raise money each year for charities.

Meanwhile, the Mountbatten

Statue Appeal, launched by the Prime Minister last July, has now reached £85,000, with donations from 40 countries. The money has come from many sources, including Service personnel and ex-Service personnel and organisations.

### TOTAL COST

Total cost of the project, including a design competition among leading sculptors and a fund for maintenance, is expected to be £100,000. Early this summer a Selection Committee — representing the Mountbatten family, artistic interests, and DOE and the Armed Forces — will choose the design from those requested from seven sculptors.

The statue, planned for the Foreign Office Green overlooking Horse Guards Parade, is expected to be unveiled in the summer of 1983.

Donations may still be sent to Maj.-Gen. J. M. Palmer, Room NC7, Old Admiralty Building, Whitehall, London, SW1A 2BE.

Any surplus subscriptions will go to the Mountbatten Memorial Trust, which supports the United World Colleges and research to assist handicapped people.

# Edinburgh 'stories' not true

DIVERS who worked on the HMS Edinburgh gold recovery operation showed reverence and respect, and asked for a special remembrance service to be held over the ship. This is being emphasized by the Ministry of Defence after completion of investigations into alleged incidents during the operation.

In response to inquiries received after allegations concerning the treatment of human remains, MOD is providing explanation and rebuttal.

"In the planning, preparation and execution of the operation, considerable care was given by all concerned to the war grave status of the wreck," says the explanation.

The salvage was meticulously planned and very well executed, with divers operating at remarkable depths in appalling conditions."

Throughout the operation — by Jessop Marine Recoveries Ltd. — the divers had to work in conditions of almost nil visibility.

### TOSSED BACK

Allegations had been made that bones were brought on board the recovery vessel Stephaniturm and then casually tossed back into the sea, with a hasty burial service only after complaints had been made.

MOD says that two members of the salvage crew, working up to their elbows in the thick mess in a recovery basket which had been brought to the surface, were searching for high explosive shells.

They had no reason to expect human remains might be in the basket. Material other than HE shells was dropped straight over the side. Regrettably two bones were returned to the sea at the same time. Their action was almost instinctive bearing in mind the dangerous task, and certainly not premeditated.

This was the only instance when human remains were returned to the sea without a proper burial.

### ANOTHER BONE

Two days later another bone was brought to the surface. The MOD representative, who was qualified to conduct a naval burial service, did so.

Of an allegation concerning

skulls, MOD says that an investigation was carried out by Jessop Marine Recoveries. "We have been assured that there is absolutely no evidence to suggest that these things happened. Those on board responsible for monitoring every dive in great detail have no knowledge of such incident . . .

"On the long voyage back, after the pressure of the operation, inevitably divers' stories were generated and circulated. This was thought to be one such — a story in very bad taste, but only a story."

Reference is made to the

general attitude of reverence and respect shown by divers. The first diver, of his own accord, observed two minutes silence 800 feet down as a mark of respect for men who perished with HMS Edinburgh."

After the operation, the divers — many of them ex-RN — asked for a special remembrance service to be held over the war grave, and a wreath of red poppies and white lilies was laid on the sea.

When operations were suspended for the season, 34 bars of gold had not been recovered.

## Swept off his feet!



HERE'S one sailor not really up in arms at getting a lift from some of the pretty girls who visited RN air station Culdrose for a spot of television filming.

An outside broadcast unit from Television South West were filming sequences for their Miss TSW competition and naval photos persuaded the girls to pose for a few "stills." Usually it's the sailors who lift the girl, but for LA(Phot) Scouse Pettersen, this was life from a different angle.

The girls, from the left, are Cheryl Mills (Truro), Davina Hosking (Newquay), Beverley Kelland (Troon) and Jacqueline Kinchin (Truro).

In the cause of "equal rights," there was also filming for the "Mr. TSW" competition, for which contestants had to fight a fire (small and controlled).

## Getting to know you . . .

HELICOPTER aircrew at RN air station Culdrose have been getting acquainted with a new liferaft. Constructed of man-made materials (rather than rubber), the new raft has a raised seating ring making it more comfortable in the event of a long stay.

An inflated "step" gives easier access for survivors, and an integral baler means that once the canopy flaps are closed, water can still be baled out without exposing those inside to the elements.

The new raft is seen in the Culdrose swimming pool during aircrew survival drills.

Picture: LWren(Phot) Lynn Herbert



## A whole year — for £1

WE'RE NOW well into 1982, but anyone still not sure what day it is couldn't do better than invest in an attractive calendar packed with attractive illustrations and interesting information on naval history.

There are still a few of this year's Royal Navy calendars left — and at a bargain price of £1 if you send it quickly to the Business Manager, Navy News, HMS Nelson, Portsmouth. This will cover postage and return postage.

## Andrew on Invincible

NINE pilots of 820 Squadron, including Sub-Lieut. Prince Andrew, flew their Sea King helicopters from RN air station Culdrose to land on HMS Invincible in Portsmouth Harbour on January 21.

They were joining before the Invincible sailed to take part in fleet trials. "The Prince will be operating from the Invincible on and off for the duration of his tour with the squadron," said a spokesman.

## Cobb collection

FORTY-EIGHT paintings depicting naval action and scenes from the Second World War are in a collection on show at the Royal Naval Museum, Portsmouth. They are by Mr. David Cobb, who is president of the Society of Marine Artists.